

# GRAIN DEALERS' JOURNAL

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the radiance. We have endeavored to let  
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**J. Rosenbaum Grain Co.**  
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Bishop, W. G., & Co., grain, hay.  
Botts, Thos. H., & Co., grain, seeds.  
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Hammond & Snyder, receivers, exporters.  
Hax, G. A., & Co., grain, hay, seeds.  
Hopps, William, Grain & Hay Co., grain.  
Kirwan Bros. Grain Co., grain commiss'n.  
Loane, J. A., & Co., grain and hay.  
Manger, J. A., & Co., grain, hay, feed.  
Steen, E., & Bro., hay, straw, grain.

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Yantis, J. A., grain.

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Irwin, Dudley M., barley.  
Waters, Henry D., grain commission.  
Watkins & Company, grain and feed.  
Yantis, S. W., grain and feed.

## CAIRO, ILL.

Halliday, H. L., Milling Co., grain.

## CHICAGO.

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Ash, I. N., & Co., grain and seeds.  
Bartlett, Frazier & Co., grain.  
Beckwith, W. L., & Co., grain.  
Bentley-Jones Grain Co., grain commission.  
Calumet Grain & Elevator Co., commission.  
Carrington, Patten & Co., grain merchants.  
Counselman, Willis & Co., commission.  
Crighton & Co., grain commission.  
Dole, J. H., & Co., grain commission.  
Everingham, L., & Co., grain, seeds.  
Fyfe, Manson & Co., grain, commission.  
Finney, Sam, commission.  
Fraser, W. A., Co., grain commission.  
Freeman, H. H., & Co., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.  
Goemann Grain Co., grain buyers.  
Hemmelgarn, H., & Co., commission.  
Hoit, Lowell, & Co., grain, hay.  
Hulburd, Warren & Co., grain commission.  
Irwin, Green & Co., grain commission.  
Johnson, W. F., & Co., grain, seeds.  
Karrick, Gray & Williams, grain com's'n.  
Lasier & Hooper, receivers and shippers.  
Merritt, W. H., & Co., grain, seeds.  
Mumford, W. R., Co., commission.  
Pope & Eckhardt Co., commission.  
Rogers, H. W., & Bro., grain and seeds.  
Rosenbaum Bros., receivers, shippers.  
Rosenbaum, J., Grain Co., receivers, shippers.  
Rumsey & Company, grain commission.  
Sldwell, Geo. H., & Co., grain commission.  
Smith, James P., & Co., grain.  
Van Ness & Wilson, grain receivers.  
Warner & Wilbur, grain commission.  
Wagner, E. W., receiver and shipper.  
Ware & Leland, grain, seeds.  
Weare Commission Co., commission.  
Wetmore, H. D., & Co., commission.  
Winans, F. E., grain and seeds.

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Columbus Grain & Elevator Co., grain, oats.  
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McAlister, Jas. P., & Co., grain and hay.  
McCord & Kelley, track buyers, shippers.  
Scott & Woodrow, grain and hay shippers.  
Seeds Grain Co., grain and hay.  
Tingley Bros., grain, hay, chop feed.

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Dumont, Roberts & McCloud Co., grain dhrs.

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## INDIANAPOLIS.

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## JACKSON, MICH.

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## JACKSONVILLE, FLA.

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Ernst-Davis Grain Co., commission.  
Thresher, Robt. I., grain broker & comsn.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.

## LOUISVILLE, KY.

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Callahan & Sons, electric grain elevator.  
Schuff, A. C., & Co., grain and hay.

## MEMPHIS.

Davis & Andrews, grain dealers & millers.  
Denyven & Co., grain and hay brokers.  
Wade, John, & Sons, grain dealers.

## MILWAUKEE.

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Lowry, I. H., & Co., grain commission.  
Lull, Chas. R., grain, feed, hay.  
Rankin, M. G., & Co., grain and feed.

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Brown, E. A., & Co., commission.  
Brooks-Griffiths Co., grain commission.  
Poehler, H., Co., grain commission.  
Spencer Grain Co., commission, barley.  
Thomas, Walter A., & Co., grain commissn.  
Van Dusen-Harrington Co., commission.  
Welch, E. L., & Co., grain commission.

## NASHVILLE, TENN.

Wilkes, J. H., & Co., grain, hay.

## NEWARK, N. J.

Champlin, F. A., & Co., grain, hay, mill feed.

## NEW YORK CITY.

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Elwell, R. E., grain broker.  
Forbell & Tilson, grain commission.  
Morey, L. A., oats and corn.  
Reinhardt, Geo. N., & Co., hay, grain.

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Miles, P. B. & C. C., grain commission.  
Tyng, Hall & Co., grain commission.  
Van Tassell & Bunn, receivers, shippers.

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Delp, Edmund E., & Co., grain, hay.  
Dunwoody, E., & Co., grain and seeds.  
Edenborn, Harry M., grain, feed.  
Koch, W. J., & Co., grain, hay, mill feed.  
Rogers, E. L., & Co., grain, hay.

## PITTSBURG.

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Geidel & Co., grain, hay, straw.  
Keil & Thorne, grain, hay, feed.  
McCaffrey's, Daniel, Sons, grain, hay.  
McCague, R. S., grain, hay.

## PORTLAND, ME.

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Merrill, Edward P., grain broker.

## RICHMOND, VA.

Beveridge, S. T., & Co., grain, hay, seeds.  
King, Geo. T., broker and commission.

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## ST. LOUIS, MO.

Brinson-Waggoner Grain Co., receivers.  
Byrne, Daniel P., & Co., grain, hay.  
Connor Bros. & Co., grain commission.  
Graham, G. L., & Co., grain, hay, seeds.  
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Sherry-Bacon Grain Co., grain commission.

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Montgomery, R. H., & Co., corn, oats, hay.  
McCabe, G. B., grain and seeds.  
Reynolds Bros., grain and seeds.  
Rundell, W. A., & Co., grain, seeds.  
The Paddock-Hodge Co., grain commission.  
The Toledo Salvage Co., salvage grain.  
Zahm, J. F., & Co., grain, seeds.

## TYRONE, PA.

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**Cipher Code** (Revised)  
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Consignments promptly and advantageously  
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(Form 97)

is sheets of bond paper ruled to facilitate keeping  
a daily record of the market prices of op-  
tions on 'Change. Each sheet or chart is headed  
"Board of Trade Quotations for Week Com-  
mencing Monday—, 190—." Each sheet  
has twelve columns provided for different op-  
tions, four for Wheat, four for Corn and four  
for Oats; also spaces for the market on each at  
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as the closing price the previous week.

As a handy reference record of market prices  
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255 LaSalle St., Chicago, Ill



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They have more capacity, built stronger, clip and scour with less waste, and do better work than any other. Can make prompt shipments.

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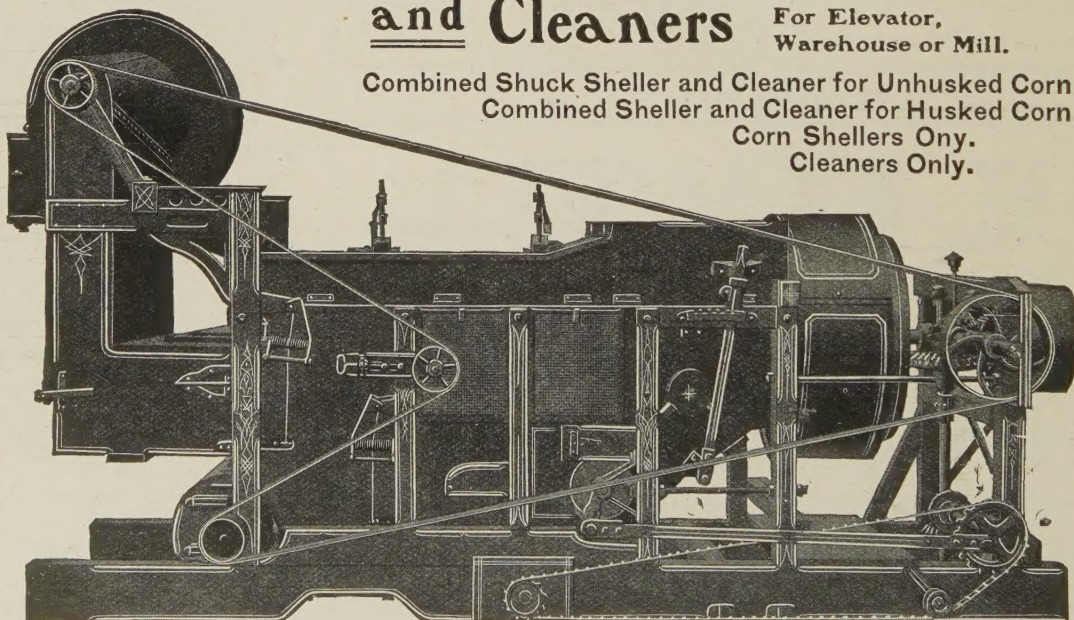
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 Corn Shellers Only.  
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CLEAN CORN  
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Favored by Insurance Companies  
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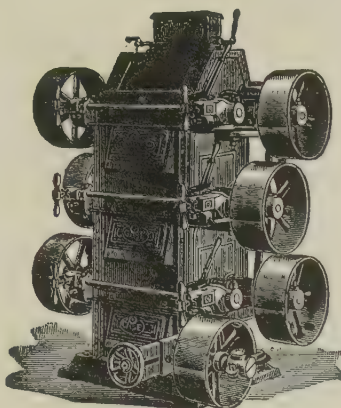
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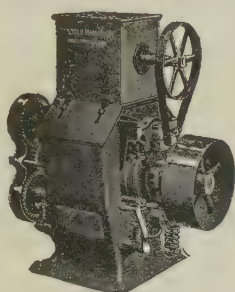
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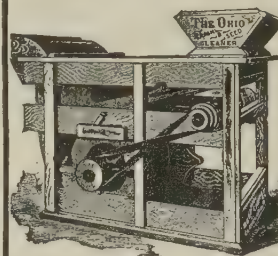
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Bushels per  
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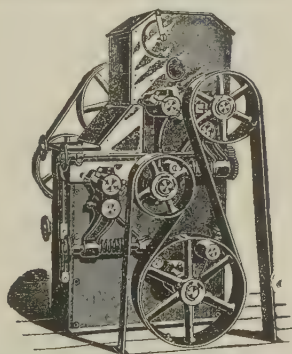
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and Power ma-  
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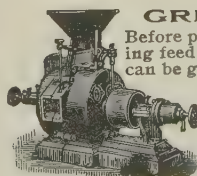
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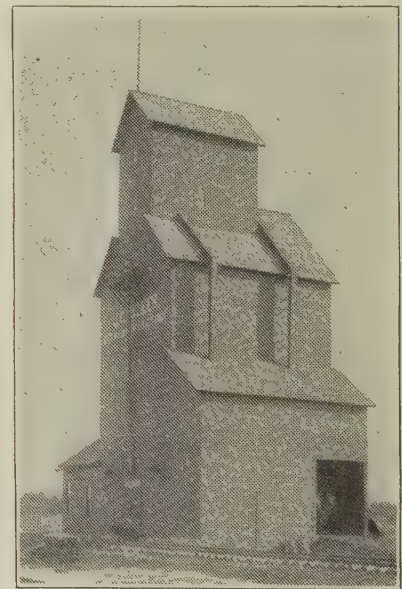
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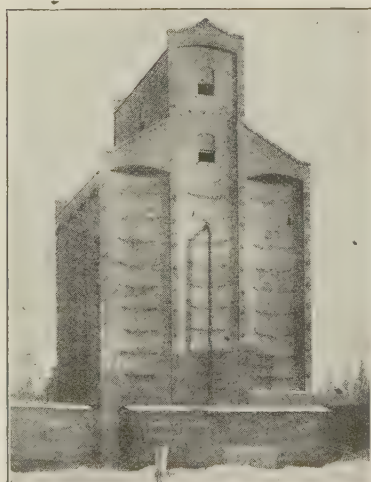
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ALL KINDS.

WRITE FOR CATALOG TO

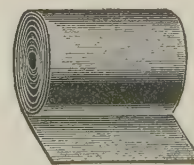
**Grain Dealers Company,**

CHICAGO, ILL.

**BELTING**

FOR  
CONVEYORS  
AND  
ELEVATORS

ALSO  
Fire Hose,  
Packing, etc.



We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. CO.

96-98 LAKE ST., CHICAGO.

BROWN & MILLER, Managers.

**Burrell Engineering & Construction Co.,**

Designers and Builders of

**GRAIN ELEVATORS**

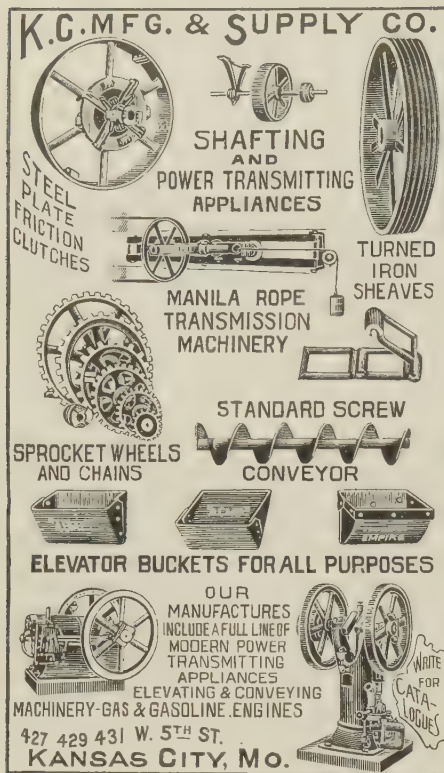
Country Elevators a Specialty.

CHICAGO.



## GRAIN ELEVATOR SUPPLIES.

**K.C.MFG. & SUPPLY CO.**



STEEL PLATE FRICTION CLUTCHES

SHAFTING AND POWER TRANSMITTING APPLIANCES

TURNED IRON SHEAVES

MANILA ROPE TRANSMISSION MACHINERY

STANDARD SCREW CONVEYOR

SPROCKET WHEELS AND CHAINS

ELEVATOR BUCKETS FOR ALL PURPOSES

OUR MANUFACTURES INCLUDE A FULL LINE OF MODERN POWER TRANSMITTING APPLIANCES ELEVATING & CONVEYING MACHINERY-GAS & GASOLINE ENGINES

427 429 431 W. 5TH ST. KANSAS CITY, MO.

WRITE FOR CATALOGUES

# Link-Belt Supply Co.

MINNEAPOLIS, MINN.

A Full Line of ELEVATOR Machinery  
In STOCK for PROMPT SHIPMENT

Power Grain Shovels, Conveyors, Rope Drives,  
Steam Engines, Boilers, Pumps, Heaters

WRITE US

Use Locke Steel Chain.  
Stronger, lighter, more durable,  
noiseless, runs on same wheels  
as the Malleable and the wheels  
last longer. Try it.

**H. L. THORNBURGH & CO.**

247 S. Jefferson Street  
CHICAGO

## ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is  
stronger, will carry more and make  
better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,  
Cleveland, Ohio.

## WHEN YOU WANT ANYTHING IN THE LINE OF Machinery, Belting or Supplies

It Will Pay You (and Us) to get our Prices.  
Good Stock, Prompt Shipments, Try Us

**MIDLAND MACHINERY CO.,**  
309 3rd St. South. Minneapolis, Minn.

## Books for Grain Dealers...

All kinds of Account Books, Grain Tables, Cipher  
Codes, on sale at Grain Dealers Journal, 10 Pacific  
Ave., Chicago, Ill.

**CATALOG  
FREE**

## ENTIRELY SATISFACTORY

Some times a man will give a testimonial if asked for it even  
though he is not entirely satisfied with his machine, but when he  
tries one and then orders more you know that he is pleased. One  
firm has eleven of our loaders, another firm has eight, and so on.

MAROA MFG. CO., Maroa, Ill.

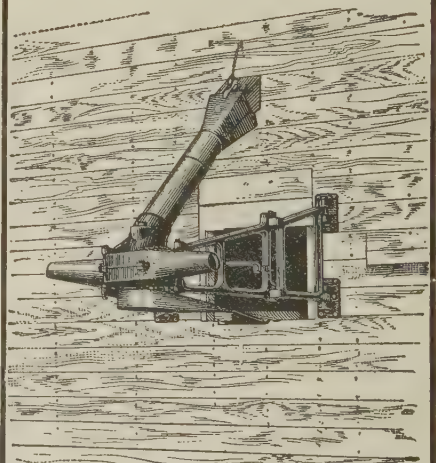
Terre Haute, Ind., July 9, 1901.

GENTLEMEN:—Referring to your letter of recent date, relative to Boss Car Loader,  
will say we are using several of them, and find them entirely satisfactory.

Yours truly, BARTLETT, KUHN & Co.

**MAROA MANUFACTURING CO.,**  
Maroa, Ill.

## Improved Ideal Car Loader



Manufactured at Allenville, Ill. Loads  
any size car from end to end and full to  
the roof with but very little power.  
Does not crack grain. Does not blow the  
grain, thus sorting the light and heavy  
and causing off grades. Pays for itself  
in a short time. Hundreds in use giv-  
ing universal satisfaction. Can we  
interest you by saving you money? Sold  
subject to 30 days' trial at your elevator.  
Write for catalog giving full particu-  
lars.

**The Ideal Car Loader Co.,**  
ALLENVILLE, ILL.



## GRAIN ELEVATOR SUPPLIES.

### A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

Send for Prices to

**H. SANDMEYER & CO., Peoria, Ill.**



### HAD GOOD RESULTS.

Siebers Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."

### Minneapolis, Minn.

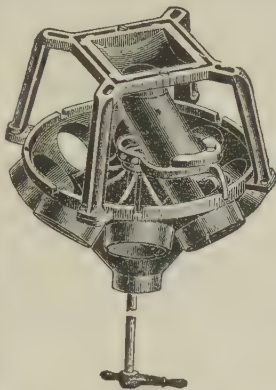
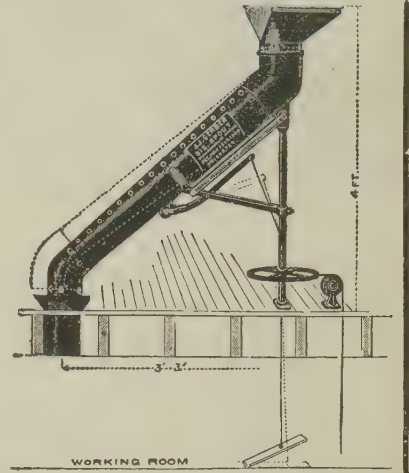
The above City is where the Gerber Improved Distributing Spouts are manufactured.

USERS ARE PLEASED WITH THEM.

Patented May 15, 1900, Feb. 18, 1902.

ELEVATOR SPOUTING A SPECIALTY.

**JAMES J. GERBER  
MINNEAPOLIS, MINN.**



**REPAIRS** are big items in maintenance of machinery, and shrewd purchasers estimate and calculate them closely. Sheet metal turn spouts with pulleys, levers, cords, sleeves, wheels and other endless paraphernalia need constant repairs and renewals.

The HALL GRAIN DISTRIBUTOR once installed, has *never*, up to this date, needed a cent's worth of repairs from anybody, anywhere. They are simple and durable, nothing to repair, mechanical perfection. The overflow device saves from non-mixing of grain, their cost in a few days. Send for booklet.

**HALL DISTRIBUTOR CO., 222 FIRST NATIONAL BANK BLDG., OMAHA, NEBRASKA.**

### ELEVATOR SUPPLIES

**Wagon, Hopper, Portable, Dump Scales, Gasoline Engines, Grain Cleaners**

Write for Catalog of Complete Elevator Equipment

**C. D. HOLBROOK & CO.  
Minneapolis, Minn.**

### Grain Trade Books

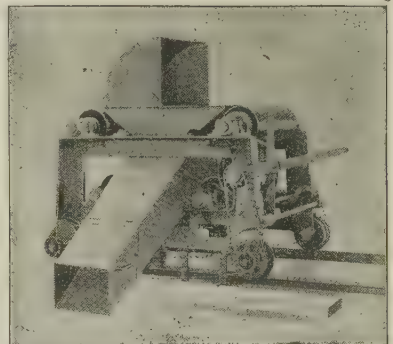
of all kinds can be obtained at the office of the  
**GRAIN DEALERS JOURNAL, CHICAGO.**

### Grain Elevator Machinery

BELT CONVEYORS, CAR PULLERS, SPOUTING, WAGON DUMPS, SHAFTING, PULLEYS, GEARING, FRICTION CLUTCHES, ROPE SHEAVES, LINK-BELTING, SPROCKET WHEELS, Etc., Etc.

SEND FOR NEW CATALOG NO. 28.

**LINK-BELT MACHINERY CO.**  
ENGINEERS, FOUNDERS, MACHINISTS.  
**CHICAGO - - - U. S. A.**



BELT TRIPPER



**Birchard  
Improved  
Distributor**

Can be installed in an elevator without changing any of the spouting and overhauling the house.

Write for descriptive circulars.

**Downie-Wright Mfg. Co.**  
P. A. Kilner, Manager,  
York, - - - Nebr.

Why should you use our new chain feeder in preference to any other?

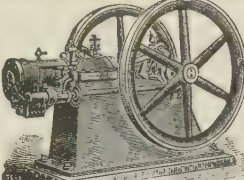
**BECAUSE STRENGTH CONQUERS**

and the price is right. Send specifications for complete elevator equipments.

**B. S. CONSTANT CO., BLOOMINGTON, ILL.**



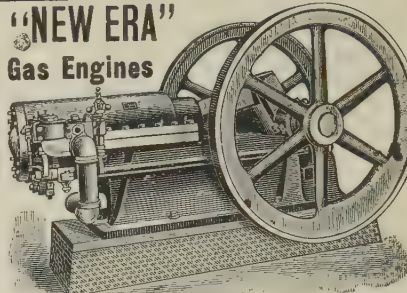
## POWER FOR GRAIN ELEVATORS.



**THE Columbus Gas and Gasoline Engines.**  
Simple, effective, easily started and adjusted.  
Columbus Machine Co.  
COLUMBUS, OHIO.  
Send for Catalog No. 39



**Gasoline Engines**  
Especially adapted for elevator use.  
Fremont Foundry & Machine Co.,  
Fremont, Neb.

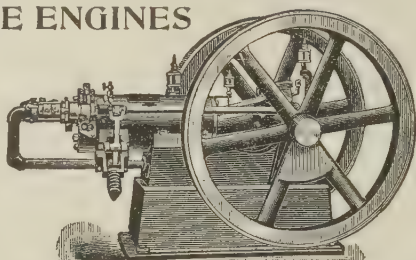


**'NEW ERA' Gas Engines**  
For Gas or Gasoline. Sizes 5 to 80 H. P.  
**NEW ERA IRON WORKS,**  
86 Dale Avenue, DAYTON, OHIO, U. S. A.


**THE CHEAPEST POWER PLANT ON EARTH**  
Is the Gasoline Engine. Learn something to your advantage about  
**McMullin Engines**  
by writing us. Catalog and prices on application.  
**McMullin Motive-Power and Construction Co.**  
404 Royal Insurance Bldg., CHICAGO.



**HOWE SCALES AND HOWE ENGINES**  
Can you get anything better?  
Can you get anything as good?  
INVESTIGATION WILL DETERMINE.  
Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.  
CATALOGS.



The Ball-Bearing Scale.  
1 to 60 H. P.  
Wagon, Dump, Hopper, and Grain Scales.  
Double or Compound Beams.  
Steel Frames.



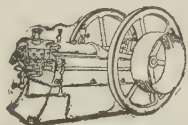
St. Louis, Kansas City, Minneapolis, Cleveland.  
**Borden & Selleck Co., Chicago, Ill.**



**LAMBERT**  
Gas or Gasoline  
Is the reliable engine. No long shut-down for repairs. Simple, economical. Easy to regulate speed. Strong guarantee.  
Agents wanted. Write for catalog.  
S. LAMBERT GAS & GASOLINE ENGINE CO., Anderson, Ind.

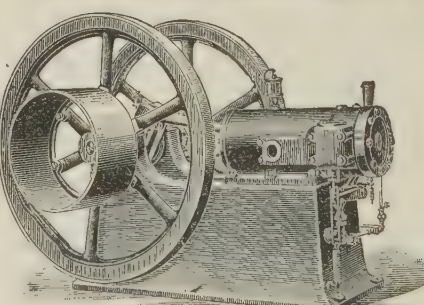
**Gas Engine Books**  
Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.  
**THE PRACTICAL GAS ENGINEER**, by E. W. Longenecker, M. D., Price, \$1.00.  
**THE GAS AND GASOLINE ENGINE**, by Norman & Hubbard, Price, \$1.00.  
**THE GAS ENGINE HANDBOOK**, by E. W. Roberts, Price, \$1.50.  
For any of the above address,  
**Grain Dealers Co.,**  
255 La Salle St. Chicago, Ill.

**THE BAUER GASOLINE ENGINE**  
Is better adapted to the needs of the grain elevator man than any other.  
WRITE FOR DESCRIPTION.  
Bauer Machine Works,  
Kansas City, Mo.



**Burger Automatic Gasoline Engines are Perfect**  
In mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.  
**WOOLLEY FOUNDRY AND MACHINE CO.**  
ANDERSON, IND

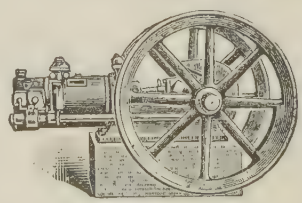
**THOMPSON-LEWIS GAS ENGINE**  
10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.



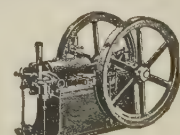
**J. THOMPSON & SONS MFG. CO.**  
118 BRIDGE STREET. - BELLOIT, WIS.

There will probably be more Grain Elevators built this year than during any previous year. This means that more *Otto Gasoline Engines* will be used this season than ever before. Buyers are learning by experience. One big operator writes, "We are using three different kinds, but the OTTO is premier of them all, using 30% less gasoline than any of the others." He buys nothing but Ottos now.


**THE OTTO GAS ENGINE WORKS**  
Chicago Representative, T. W. SNOW, 360 Dearborn St. PHILADELPHIA, PA.



**BRUNNER ELEVATOR ENGINE**  
FOR GRAIN ELEVATORS  
From 1 to 30 H. P.  
Write for descriptive circular.  
**CHARLES BRUNNER, Mfr**  
PERU, ILL.



**LENNOX GAS ENGINE**  
MFD. BY LENNOX MACH. CO.  
MARSHALLTOWN, IA.  
WRITE FOR CATALOGUE  
of Elevator Engines.





## THE PERFECTION CONDITIONING SYSTEM

Purifying, Drying and Cooling.

Stained Oats and Barley; smutty, musty and weevily Wheat made sweet and bright.

**New Corn Put in Condition.**

The only PERFECT SYSTEM in use.

**TWEEDALE & HARVEY**  
Room 905, 303 Dearborn St.  
CHICAGO

## The New Era Elevator for Passenger Service.

It is especially designed for quick trips to the Cupolas of Grain Elevators and other high buildings, but can be used anywhere

**Makes Work Easy.**



Takes less space and costs no more than a stairway, not speaking of the speed and safety in getting about.

It will PAY FOR ITSELF many times in one season alone, in

**Time Saving**

Are you going to build a New Grain Elevator this season? Let us help you ECONOMIZE. We will gladly give you information and tell you what others say regarding the good work our Elevators are doing.

**The New Era Elevator Co.,**  
SOLE MANUFACTURERS,  
Sidney, - - - Ohio.

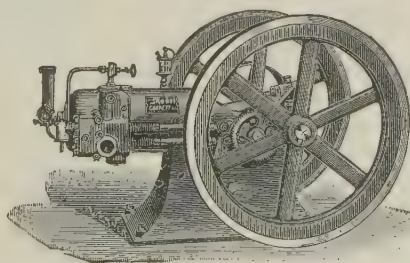
Why not  
put  
your announcement  
here.

## THE MODEL GASOLINE ENGINES

Are adapted for use on either gas, gasoline or ordinary kerosene oil. They are simpler in construction, therefore less likely to get out of order than any other. Write for catalog and prices.

**MODEL GAS ENGINE CO.,**  
AUBURN, IND.

Marseilles Mfg. Co. Western General Sales Agents, Marseilles and Peoria, Ill., Council Bluffs, and Cedar Rapids, Iowa, and Kansas City, Mo.



## FIRE INSURANCE

**MILL OWNERS  
MUTUAL FIRE INSURANCE CO.**  
Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

**THE GRAIN DEALERS  
NATIONAL MUTUAL FIRE  
INSURANCE CO.,**

of Indianapolis, Ind., was organized by progressive grain dealers to insure good grain elevators and contents at a reasonable cost. If interested write C. A. McCotter, Secretary, Indianapolis, Ind.

## Reliable Insurance....

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

**MILLERS NATIONAL INS. CO.**

205 La Salle Street, CHICAGO, ILL.

CHARTERED, 1865 ASSETS, \$3,380,676

NET CASH SURPLUS, \$466,595.

W. L. Barnum, Secy.

**A. H. RICHNER**

Designer and Builder of **GRAIN ELEVATORS**

Also manufacturer of the Richner Chain Grain Feeder. Elevator and Mill Supplies of all kinds.



Write for Special Prices. Address

**A. H. RICHNER,** Crawfordsville, Ind.

## Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

**21 Years Successful Business.**

Assets.....\$958,473.31

Losses Paid..... 718,556.00

Net Cash Surplus, 214,743.50

**50% DIVIDENDS** 1899

1900

1901

Insures Flour Mills, Grain and Elevators.

## INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.

Gross Premium Notes.....\$697,501.33

Surplus to Policy Holders..... 697,351.55

Dividends Paid Policy Holders..... 238,566.84

Cash Assets..... 119,924.77

**MILLS AND ELEVATORS ONLY  
PURELY MUTUAL**

A liberal policy issued.

Losses paid when adjusted and NO DISCOUNT demanded. Address,

**E. E. PERRY, Secretary.**

## FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies

In the best Stock Companies.

Insurance follows grain up and down as the

quantity stored in each house changes. Will

ALWAYS have insurance where you have grain.

Simple, Sure, Economical. Investigate,

and you will find it absolute protection and cheap.

Business handled anywhere. Write us.

**H. H. LANTZ & CO., DES MOINES, IOWA**

25 years' experience. Best of references.

## The Practical Gas Engineer

(Second Edition)

A Manual of Practical Gas and Gasoline Engine Knowledge, Covering Errors to be Avoided in the Construction of, and How to Erect, Operate and Care for Gas and Gasoline Engines. For the Gas and Gasoline Engine Owner, Engineer or any one wishing Plain and Practical Information on this style of Motor.

By **E. W. Longenecker, M. D.**

The index is complete, occupying 15 pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

This book contains 140 pages, is of convenient size, printed on book paper and neatly bound in cloth. Price \$1.00.

**GRAIN DEALERS COMPANY**  
255 LaSalle St., CHICAGO



# THE CLIPPER SEED CLEANERS

This cut shows our No. 7 SPECIAL SEED CLEANER with Traveling Brushes, and to which we can add our Special Air Controller, if it is desired.

This machine is absolutely unequaled as a cleaner—moderate in cost and of medium capacity—for handling all kinds of seeds—Clover, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain.

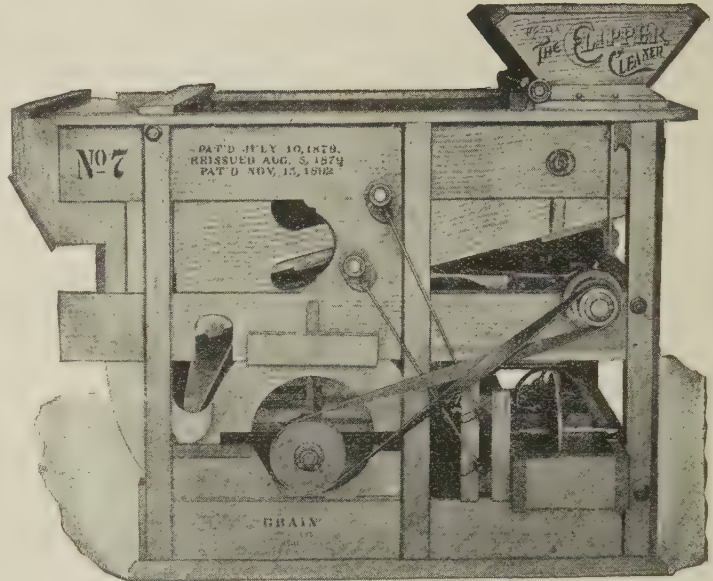
The Traveling Brushes KEEP the SCREENS CLEAR WITHOUT PERSONAL ATTENTION, and help to maintain the full capacity of the machine at all times.

The Special Air Controller permits regulating the air blast to EXACTLY MEET THE REQUIREMENTS OF LIGHT OR HEAVY STOCK, which is OF THE GREATEST IMPORTANCE IN CLEANING FINE SEEDS.

This machine is guaranteed to be first-class in every particular, to require a small amount of power, and to give entire satisfaction in the work for which it is recommended.

FOURTEEN of these machines sold to one seed firm, and TWENTY-THREE to another, THIS YEAR FOR THEIR OWN USE.

Sample Plate of perforations and new Catalog mailed on request.



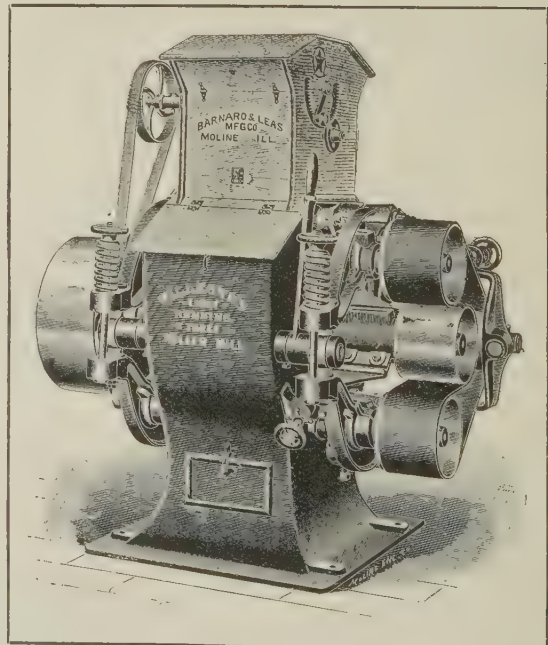
## A. T. Ferrell & Co., Saginaw, Mich.

# Feed and Meal.

The Willford Light Running Three Roller Mill is just the machine you need for custom work. It will grind the most feed with the least power.

It is easy to operate; is strong, durable and reliable, and will give the best of satisfaction for grinding feed and meal.

We also make two and three pair high Feed Mills, Cob Crushers, Corn Shellers and Cleaners, Separators, Scourers and Oat Clippers, and furnish all kinds of mill and elevator supplies.



**BARNARD & LEAS MFG. CO., - MOLINE, ILL.**  
BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

ELEVATOR for sale, good location. Address Taylor & Emmons, Stuart, Ia.

ELEVATORS for sale in Iowa. Address Geo. A. Wells, 508 Observatory Building, Des Moines, Iowa.

ELEVATOR for sale in good grain country; 25,000 capacity; in fine repair; can be bought reasonable. A Hoelker, Halbur, Iowa.

FOUR elevators for sale in Indiana, one in Ohio and four in Illinois. List your elevators for sale with me. Aaron Smick, Decatur, Ill.

ELEVATOR in Delaware County, Indiana. Capacity 10,000 bus.; fully equipped; doing good business. Address, Lock Box 94, Union City, Ind.

ELEVATOR warehouse and feed mill for sale, in thriving town and good farming country. No competition. Address W. W. Brown, Merton, Wis.

FOR SALE—One-third interest in large line of country elevators in Minnesota. Good opening for right party. Price \$60,000. Aaron Smick, Decatur, Ill.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

ELEVATOR for sale on C., R. I. & P. in S. E. Neb. Price \$9,000, including residence and corn crib; good location, fine business; no reason to sell except the price. Address X. Y. Z., Box 5, Care Grain Dealers Journal, Chicago, Ill.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

FOR SALE—A 35,000-bu. capacity elevator, 500-bu. hopper scale, 18-h. p. gasoline engine, 2 dumps, corn sheller and cleaner. Nearly new. Price \$10,000.00 cash. In an average year ships 200 cars. One of the best grain points in western Iowa. Address, Day, Box 4, Care Grain Dealers Journal, Chicago, Ill.

GRAIN, coal and lumber business for sale in Illinois, shipping from 100 to 150 cars a year. Capacity elevator 11,000 bushels; has cleaner, sheller and feed mill; run by a 10-h. p. gasoline engine. Wish to sell my residence also. Address Crane, 72 Traders Bldg., Chicago, Ill.

FOR SALE—Good local and transit transfer and cleaning elevator, about 25,000 bu. capacity; 60,000-lb. hopper scale; power unloading scoop; cleaning and scouring machine; good mixing arrangement; large feed and corn meal rolls; 75-horse power steam engine; wagon scales; wagon dump; good track room for cars; coal bins. Good local trade in coal and feed. Best grain section of Kansas. Best of reasons for selling. Price \$6,650. Address Excel, Box 5, Care Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

FARMERS' Elevator in southern Minnesota on the C., St. Paul, M. & Omaha Ry., for sale. A. Bornemann, Sec., St. Peter, Minn.

NEW, Ohio 22,000-bu. elevator, steam power and iron clad, together with implement and livestock business will be sold for good reason. Will make price right if sold soon. Address Coal, Box 3, care Grain Dealers Journal, Chicago.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

TWO elevators for sale in northern Indiana. One on the main line of the P. F. W. & C. R. R., the other on the Vandalia. Located in good residence towns and in the best grain producing section of Indiana. Address Plymouth Novelty Mfg. Co., Plymouth, Indiana.

INDIANA elevator of 10,000 bus. capacity in town of 9,000; sheller, cleaner, 2 stands of elevators, 2 dumps, meal and feed mills. \$25,000 annual sales from coal, flour and feed in connection. A money maker and will be offered at a bargain if sold within 30 days. Address Daisy, Box 4, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator in central Indiana; 12,000-bus. capacity; well equipped with ample steam power, dump, feed grinder, corn meal outfit, grain cleaners, etc. Well established trade, can be largely increased. Fine grain country; point good for 150 cars per year. Good reasons for selling. \$3,000. If you mean business this is a chance of a thousand. Address, Bargain, Box 4, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business for sale, also implement stock if party wants it. New house, built in 1902, 30,000 bus. capacity; Fairbanks Gasoline Engine, 22 h.p.; sheller, cleaner and hopper scales. Located on Wabash R. R. in one of the best grain counties in Illinois. Town of 1,000 inhabitants. Station handles 300,000 to 400,000 bus. annually; one other house; no fighting. Address J. C., Box 4, care Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS FOR SALE.

ONE HUNDRED sixty acres land, Spink Co., S. D., near Doland; good land but uncultivated; ½ mile from elevator. S. E. Turner, Manchester, Ia.

WANTED—To trade equity in a fine 550-acre, well-improved farm, four miles from Waterloo, Ia., for elevators in Western Iowa. L. N. Crill, Elk Point, S. D.

GASOLINE engine owners who have had trouble with lubrication can learn how to forget it by addressing The Automatic Lubricator Co., 1105 Caxton Bldg., Chicago.

FOR SALE—One 20-h. p. Wagner Alternating Current Motor. Only been in use a short time, good as new. For price, address, Williamson, Blocker & Miller, Honey Grove, Tex.

## ELEVATORS WANTED.

WANT to buy elevator in good town; prefer central Ill. C. I., box 10, care Grain Dealers Journal, Chicago.

ELEVATOR wanted to rent with view of buying if situation is satisfactory. Address, O. W. Crabbs, Muncie, Ind.

WANTED—You to list your elevators for sale in Iowa and Illinois. Have cash buyers. Aaron Smick, Decatur, Ill.

WANTED to buy—Two or three elevators in southern Iowa, eastern Kan. or Neb. M. Helphinstine, Maysville, Mo.

WANTED—One or two elevators in good towns in Ohio, Indiana or Illinois. Give all particulars in first letter. Box 19, Marengo, O.

WANT to buy elevator in good town in good grain producing country. Coal and feed not objected to. W. H. Hicks & Co., Warren, Ill.

WANTED TO BUY—Elevator in country town. Western Iowa, Minnesota or the Dakotas preferred. Address Lock Box 154, Lesterville, S. D.

WANTED—An elevator in western Indiana, 10,000 to 30,000 capacity, handling from 100,000 to 300,000 annually; up-to-date house. Henry Orr, Matthews, Ind.

GRAIN ELEVATOR wanted at good point contiguous to Minneapolis market. Answer with particulars. T. A. W., Box 4, Care Grain Dealers Journal, Chicago, Ill.

WANTED TO RENT—One or more elevators in central Illinois, I. C. R. R. preferred. Would assume unexpired leases. Address, M. P., Box 5, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

WE WANT to lease one or more elevators with option of buying; elevators must ship at least 100 cars yearly; side line of flour, coal and feed not objected to. Address, giving full description of plant and terms, amount of grain shipped last year, Pearson & Hayton, Pierson, Ia.

## ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, scale and elevator privileges. Address T. G. White, Cedar Rapids, Ia.

## SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

FOR SALE—10-ton second-hand Fairbanks Scale. Hassler Bros., Louisiana, Mo.

## SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## GRAIN AND SEED FOR SALE.

**SUPERIOR** Field Seeds all kinds. The Nebraska Seed Co., Omaha, Neb.

**RED CLOVER** seed and good seed corn for sale. Cobb & Varner, Odessa, Mo.

**SOJA** or soy beans for sale, car lots and less. Wm. G. Scarlett & Co., Baltimore, Md.

**REID'S** Yellow Dent and Boon County White Seed Corn for sale in car loads or less. La Rose Grain Co., La Rose, Ill.

**POP CORN**, two cars of the white rice variety, fine quality, for sale. Make cash offer f. o. b. here. Address A. C. Davis, Conklin, Mich.

**SEED CORN** for sale. Highest award at Indiana and Illinois state fairs, 1902. Write for circular and price list. L. B. Clore, Franklin, Ind.

**FOR SALE**—Cane seed, 5 cars; kaffir corn, 2; millet, 1. Make cash offer track here on A. T. S. F. R. Address E. D. Runnalls, Longford, Kan.

**CLOVER**, timothy, millet, blue grass, red top, pop corn, field peas, seed corn, etc. Buyers or sellers please write The Illinois Seed Co., 236 Johnson st., Chicago, Ill.

**GERMAN MILLET**, Sorghum Seed, Kaffir Corn, Alfalfa and a full line of Grass Seeds. J. G. Peppard, 1117 W. 8th st., near Santa Fe st., Kansas City, Mo.

**AMERICAN** grown alfalfa, German millet, Siberian millet, sorghum or cane seed, Jerusalem corn, milo-maize, seed corn, onion sets, speltz, macaroni wheat, and full line of other seeds. Samples furnished. Write Kansas Seed House, F. Barteldes & Co., Lawrence Kansas.

**FOR SALE**—Fine line of farm, grass and garden seed, early corn, oats, kaffir corn, cane pencilaria, speltz, cow peas, rape, thousand-headed kale, blue grass, bromus inermis, clover, timothy, permanent pasture mixtures, vegetable and flower seeds, garden tools, poultry supplies, berry boxes and baskets. Write for our catalog and prices. A. A. Berry Seed Co., Box 105 Clarinda, Ia.

## GRAIN WANTED.

**RYE** and buckwheat grain wanted. Oneonta Milling Co., Oneonta, N. Y.

**WANTED**—**RYE**—20,000 bus. of No. 2 and No. 3 rye. W. H. Small & Co., Evansville, Ind.

**WANTED**—Quotations on corn, oats and hay. Geo. T. King, Hay and Grain Broker, Richmond, Va.

**OATS AND CORN** wanted for milling purposes. State lowest price (cash on arrival) and railroad lines. Lakeside Elevator Co., Eau Claire, Wis.

**SWEET CORN** wanted, late varieties especially. If any to offer of this kind, send sample in envelope and we will make you good price f.o.b., your station. Address, A. A. Berry Seed Co., Box 105, Clarinda, Ia.

## MILLS FOR SALE.

**FLOUR MILL** for sale. The Jasper Roller Mills, Jasper, Minn.; only \$11,000. Will take good farm in exchange. Write E. G. Mellem, Scand American Bank Building, St. Paul, Minn.

**MODERN** 150-barrel mill, almost entirely new machinery, up-to-date system; brick construction, three stories. Two tubular boilers and 100-h.p. engine. Capable of handling in addition to mill of grain for shipment 500,000 bushels annually. Indiana town of 25,000 inhabitants. Finest of schools and railroad facilities. Should earn \$8,500 yearly. Price \$18,000. Would consider choice farming land at actual value as part payment. Aaron Smick, Decatur, Ill.

**FOR SALE**—Corn mill; one double stand rolls for meal; one large size Bowsher Feed Mill; one Marseilles Dustless Corn Sheller; one meal bolt; storage for about 5,000 bus. corn; wagon scales; 35-horse power steam engine using natural gas for fuel at low price. Southern Kansas town 6,000 population; two men operates; profits \$2,000 to \$3,000 yearly. Price \$3,500. Write for particulars. Address Eclipse Box 5, Care Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

**THE Grainman's Actuary** \$1.00 post-paid. Henry Nobbe, Farmersville, Ill.

**WILL** trade a 25-h. p. steam engine and boiler for 20-h. p. gasoline engine. Address Lock Box 111, Grey Eagle, Minn.

**WANTED**—Quotations. Grain and hay shippers who desire to sell in this market, we solicit correspondence. Bartee & Co., the wide awake grain brokers, Mobile, Ala.

**WANTED**—To secure good wetsern grain accounts for corn and oats for a sight draft business in Portland. We are well equipped to handle this business. Henry Littlefield & Co., Portland, Me.

**THIS BEATS** New Jersey—Charters procured under So. Dak. laws for a few dollars. Write for corporation laws, by-laws, blanks and forms to Philip Lawrence, late Asst. Secy. of State, Huron, S. D.

**INCREASED CAPITAL WANTED**—An old established grain firm doing a good station business in Kansas and Mo. desires to increase capital stock \$20,000 or \$30,000, and furnish positions as book-keeper and traveling manager of station agents, to one or two parties. Best of reference given and required. Address Earl, Box 5, Care Grain Dealers Journal, Chicago, Ill.

## MACHINES WANTED.

**WANTED**—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

Remember the name....

**GRAIN DEALERS JOURNAL**

Advertise  
....in it

Subscribe for it

# SEED CORN

Choice Yellow Seed Corn in carload lots for sale. 100 kernels produced 96 well developed sprouts, under adverse circumstances. This corn averaged from 60 to 75 bushels per acre last year, and we feel confident it will prove satisfactory to parties purchasing it. For prices and further information, address

**The Kinsella Grain Co.**

Omaha, Neb.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

TO EXCHANGE—Two 6-h. p. gas engines for a 14-h. p. Write I. Bird & Co., Moorland, Ia.

ONE GASOLINE engine, 24 horsepower, for sale. Address Union Grain & Hay Co., Cincinnati, O.

ONE RICE Automatic Engine, 11x22, for sale. In good order. Write us. Sanger Milling Co., Claremore, I. T.

FOR SALE—Twenty-one h. p. actual power Otto Gas Engine. Good order. Address, Wisner & Co., Memphis, Tenn.

GASOLINE engines for sale: 14-16 H. P. Dayton; 16-H. P. Case; 10--5H. P. Otto Engines. Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

OTTO GAS Engine for sale; second-hand; 17-horse power; for \$200.00 cash. Engine can be converted to use gasoline. The T. S. Gilliland Grain Co., Van Wert, Ohio.

TEN and 12 h.p. Otto, 12 and 20 h.p. Lewis and 16-h.p. Fairbanks Gasoline Engines, latest style, for sale or exchange; also other makes. A. H. McDonald, 36 W. Randolph-st., Chicago.

FOR SALE—One 11x18 Russell Automatic Engine; one 12x20 box bed slide valve engine; one 60x16 tubular boiler; all in good condition; prices right. Address, Pittsburg Steel Shafting Co., Toledo, Ohio.

WHITE GASOLINE engine for sale; twelve-horse power; strictly high grade machine; been used but short time and is good as new. Manufacturers' warrant good for four years; price \$350. Address F. P. Richey, Leland, Ill.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

WE HAVE for sale one 10x12 Brownell Center Crank Throttling Governor Engine, 48-inch balance and band wheels. Engine complete. Price \$150. For particulars address Herbert Edwards, Leipsic, Ohio, or the Pittsburg Steel Shafting Co., Toledo, Ohio.

ONE 4-h.p. Otto; one 10-h.p. Otto; one 12-h.p. Lambert; one 22-h.p. Fairbanks; one 54-h.p. Fairbanks; one 20-h.p. New Era; one 26-h.p. New Era; one 35-h.p. New Era; one 60-h.p. New Era. I buy, sell or exchange. J. Montgomery Johnston, 216 Lake-st., Chicago, Ill.

FOR SALE—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

## ENGINES WANTED

WANTED: Used gasoline engines for grain elevators, 10, 15, 25, 54 h.p. Give particulars. Name lowest cash price. Address Central, box 9, care Grain Dealers Journal, Chicago.

## MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

DICKEY CLEANER No. 2 for sale. Nearly new. Knocked down. W. B. Cummins, Ransom, Ill.

MOUNTED corn sheller for sale, capacity 5,000 bus. per day. Bargain. Walter G. Trumpler, Tiffin, O.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

FOR SALE—Webster Car Puller Complete. Absolutely first-class machine; good as new; capacity 20 to 30 cars. Omaha Elevator Co., Omaha, Nebraska.

ONE WESTERN SHELLER No. 2 for sale and one No. 2 Invincible Wheat Cleaner. Horner & Co., Lawrenceville, Ill.

\$4.00 cash with order buys a Perfection Car Pusher. Best on the market. Write to-day for descriptive circular. Pierce Grain Co., Union City, Ind.

FOR BARGAINS in secondhand machinery write for Circular No. 16; new list of machines at cut prices. A. S. Garman & Sons, Akron, Ohio.

INVINCIBLE Oat Clipper, capacity 500 to 600 bus. per hour; 100 9x5 favorite elevator buckets, good as new for sale. Address A. H. Richner, Crawfordsville, Ind.

ONE feed mill manufactured by Foos Mfg. Co., style H, No. 1, capacity 15 to 20 bushels per hour, good as new, for less than half price. Address, A. H. Richner, Crawfordsville, Ind.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

FOR SALE—A 2-pair high, 9x12 Kaw Roller, newly corrugated; also 12-inch French burr, cast iron casing and dressed. The above are good as new. Prices on application to E. Brunner, Hope, Kan.

A KNOWLES Independent Air Pump and Condenser, 10x14x16 inches with heater; will hold a vacuum 26-28 inches, condense for a 100 to 400-horse power, low or high speed engine; is as good as new and will sell cheap. Address, The East Side Iron Elevator Co., Toledo, O.

## HELP WANTED.

ELEVATOR MAN wanted at once, who can buy grain and run steam plant. \$45 a year round. E. J. Edmonds, Marcus, Ia.

ENGINEER—Competent man who thoroughly understands elevator machinery. Good wages to the right party. Bennett Taylor, South Raub, Ind.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

## SITUATIONS WANTED.

BY GRAIN man of 22 years' experience. Landon Mapes, Jacksonville, Ill.

POSITION wanted at once as manager of elevator. Can furnish first-class reference. S. J. Patterson, New Rockford, N. D.

WANTED position as grain buyer in elevator or on the road. Had 6 years' experience; reference; married; and not afraid of work. Address Box 955, Corning, Ia.

POSITION wanted as solicitor for grain and hay; 25 years' experience; large acquaintance in Ill. and Ind. Address X, Box 5, Care Grain Dealers Journal, Chicago, Ill.

POSITION by married man as manager of country elevator. Experienced. Can operate steam or gasoline engine. German. Can furnish best of reference. Address H. F. W., Box 201, Manning, Ia.

POSITION wanted by young man of 36; married; speaks German; good judge of grain. Can handle steam and gasoline engines. Prefer Iowa. Seven years in last place. Fred, Box 5, Care Grain Dealers Journal, Chicago.

POSITION—With good firm as buyer or manager of grain business. Would take an interest with right party. Have 12 years' experience. Will give best of references. Address P, Box 5, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of an elevator, line of elevators, or as traveling solicitor. Have had 5 years' experience in the grain business; good D. E. bookkeeper; can give first class references. Address M. S. McClintick, Easton, Ill.

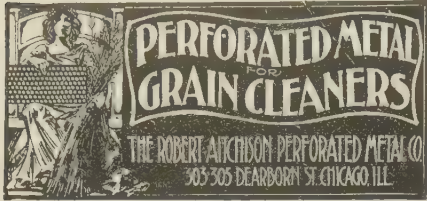
POSITION as steam engineer in flouring mill. Have five years' experience with Corliss engine and am running same in mill now. Wages \$60.00 or better, depending on location. Reference given if wanted. Address Call, Box 226, Sibley, Iowa.

POSITION wanted by first-class elevator man of 35, married. Can take full charge, do all repairing, run gas or steam engine. Best of references from present employer and others. Address G. H. S., Box 5, Care Grain Dealers Journal, Chicago, Ill.

WANTED—Position by young married man of 15 years' experience in grain business. Good judge of grain and live stock. All around man and bookkeeper. Reference required and reference furnished. Open for position after June 1, 1903. Address J. J. S., box 1, care Grain Dealers Journal, Chicago.

SITUATION WANTED as traveling solicitor for Chicago or St. Louis grain commission house for Kansas or Nebraska business. Have an extensive acquaintance among the grain dealers in the two states and understand the business. C. A., Box 3, care Grain Dealers Journal, Chicago, Ill.






**COVER'S Dust Protectors.**  
 Rubber Protectors, - - \$2.00  
 Metal " - - 1.50  
 Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.  
**H. S. COVER**  
 153 Paris St., South Bend, Ind.

## Caldwell-Barr Grain Purifier AND Process for Purifying Grain.

Fully covered by our several U. S. Letters Patent applications.

We can purify Oats, Corn, Barley, Wheat, etc., and remove *Mold, Must, Smut, Unnatural Odors, Insect Life and Fungus Growth.*

We can take No. 4 and off-grade oats and restore to condition as bright and sweet as Standard or No. 3 Oats, and we can take No. 3 Oats and make as bright and sweet as No. 2.

We can purify all grain with little heat, and our machine will do its own cooling and drying when necessary after purifying, so that no additional machinery is necessary to prepare grain for shipment.

We can dry moist grain and cool warm grain by bringing it in contact with powerful currents and immense volumes of cool air.

Are you interested? If so, write us, and we will send you descriptive pamphlets and prepaid samples of grain before and after purification. Address

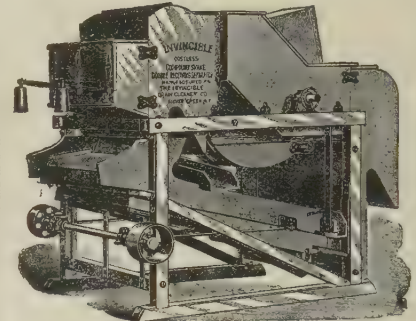
**CALDWELL & BARR,**  
 Earl Park, - - - - - Indiana

## INVINCIBLE

Compound-Shake Dustless, Double

### RECEIVING SEPARATOR

(Eleven Sizes)



Meets every requirement of the elevator and warehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

**The Best Money Can Buy.**

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

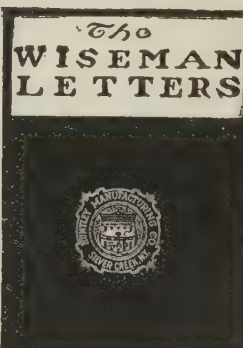
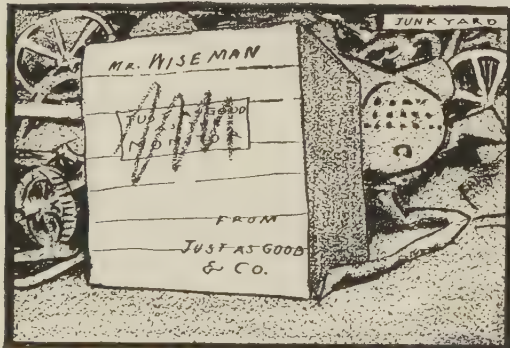
**Invincible Grain Cleaner Company**

Invincible Works,

SILVER CREEK, - - - - - N. Y.

REPRESENTED BY

W. J. Scott, 94 Traders Bldg., Chicago, Ill.  
 Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.  
 Chas. H. Scott, Nicolet Hotel, Minneapolis, Minn.  
 J. N. Bacon, Balchorne Block, Indianapolis, Ind.



## In the Junk Yard

My Dear John:

As I sit here I can see into our junk yard, and there is an instructive sight for any miller or elevator man who wants to buy Grain Cleaning Machinery.

Right on top of a heap of old barrels, old iron, and the refuse of worn out and discarded things, lies

the machine that Just-as-Good & Co. sold me over a year ago—with its guarantee pinned to it.

That is an eloquent monument to my credulity, and to their man, Sam Slick's smartness.

That monument cost me \$200 and the Monitor machine that took its place cost \$250 and does 135% more work than I could ever coax the old machine into doing.

Then that monument in the junk yard is a never-to-be-forgotten argument against the cheaper-than machine.

Yours hastily,

WISEMAN.

## The Huntley Manufacturing Co.

The Best Grain Cleaning Machinery for Mills and Elevators  
 THE MONITOR WORKS  
 SILVER CREEK, N. Y.



# GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

BY THE

**GRAIN DEALERS COMPANY**

255 La Salle Street,  
CHICAGO, ILL.

**CHARLES S. CLARK, Manager.**

## Subscription Rates:

One dollar per year; Sixty cents for six months. Invariably in advance. Fifteen cents must be added for exchange when sending local checks. Single copies ten cents.  
To Foreign Countries within the Postal Union, postage prepaid, two dollars per year.

## Advertising Rates:

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

## Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., MARCH 10, 1903.

COUNTRY roads will soon prevent a very active movement of grain to market.

WHEN you get a car, load it quick and seal it, lest it be taken away from you.

AMBIGUOUS contracts are never satisfactory, and, generally, are the most expensive. Make it clear.

DEALERS who are talking about 1901 corn in farmers' hands are under the influence of a ghost medium.

THE season for harvesting private crop reports is upon us. May the grain trade bear its burden with patience.

THE season for the saw fly, the Hessian fly, mites and crop-destroying insects of different kinds is upon us, yet the complaints are fewer than for several seasons past.

HOT CORN has been complained of in one or two localities, but those who have reserved sufficient room to permit re-handling of the grain are not experiencing much trouble.

THE condition of corn in some elevators is greatly disturbing owners. Those who are provided with facilities for drying or even turning their grain over and over have not much to fear from this cause.

STRANGE grain firms with high-sounding names and bids two or three cents over the market generally cause shippers to scratch their heads and think thrice before wiring acceptance; and rightly so.

ILLINOIS politicians seem to have forgotten all about their determination

to force the use of political weighmen in all the elevators of East St. Louis. Experience is a good teacher, and even politicians seem to be able to learn a thing or two occasionally.

READERS complain of expensive visits received recently from oleaginous salesmen. It is far better to buy oil of firms of established reputation and known responsibility than to be talked out of cash by a smooth solicitor.

SHIPPERS continue to complain of losses suffered by reason of their inability to get cars to fill contracts. The only way to avoid encountering such difficulties is to refuse to make contracts for shipment of grain until cars are assured.

COURTESY to the traveling grain men who visit you occasionally will not cost much, and it may prove to be a good investment. The man who travels from station to station and observes what is going on, can generally tell the shipper things that are worth knowing.

A NEBRASKA grain shipper, being unable to secure grain cars, applied for stock cars, and, of course, got them in a hurry. Then he sacked his grain, boarded up the cars and loaded it in, with the result that he was able to fill his contract. To the shrewd belong the profits.

THE persistent efforts of the friends of Kansas hard wheat have met with a second defeat and, judging from the strong vote against making it a contract grade at Chicago, the last will suffice to silence their demands. In St. Louis, where the same rule was tried, seven months, it could not now muster three votes and a half.

RE-INSPECTION, if had at all in Kansas City, must now be called for within 24 hours after sale. This is as provided by rules of other exchanges, and as it should be everywhere. Kansas City elevator men will no doubt chafe under the new rule for some time to come, but as the car trouble is relieved they will forget this new grief.

DEMURRAGE charges which have irritated and exasperated grain shippers and receivers in all parts of the country have recently been directly responsible for the shooting of a progressive grain dealer of South Dakota by a railway station agent. If rail carriers would make the demurrage charge reciprocal, shippers and receivers would more readily pay charges without protest.

A BILL has been introduced in the Illinois Legislature requiring that a telegram shall be delivered in one hour after time it is received at receiving station. If such a law were rigidly enforced members of the grain trade would be relieved of many losses now forced upon

them by lazy or overworked employes, but it seems that the bill is not introduced for the purpose of making a law.

KANSAS has at least one scooper whom the farmers are likely to steer clear of henceforth, as recently three of his checks amounting to \$594 have returned unpaid. Traveling from station to station and buying grain wherever he could find farmers willing to sell at a trifle over the market, he has beat them in several different ways and on the last trip he gave out checks which the banks refused to honor.

CONGRESS has adjourned without establishing the farmers' board of trade, asked for by the farmers of Barry County, Missouri. It was their purpose to have such a board created that they might be able to "regulate prices of farm products, instead of being dictated to by the commercial boards of trade." The possessors of such wisdom should not be kept at home to draft petitions, but should be sent to Washington to make laws.

BRITISH politicians continue to worry over the country's grain supply in time of war, but as yet seem to have been unable to find any satisfactory solution of the problem. It seems reasonable to suppose that if Great Britain would only insist on having American grain our enterprising seamen will get it there.

MILLERS who want virgin wheat unmixed and free from manipulation of any kind, and are willing to pay for such grain, can generally obtain it, as is clearly shown by frequent transactions whereby Chicago millers obtain choice wheat at a half-cent over Chicago. Others have paid as high as a cent and a half for better qualities. Those who want the best grain grown can get it if they will make their want known, and prices right.

DEALERS who are opposed to corners in grain will be delighted to know that the Ameer of Afghanistan has recently issued a proclamation decreeing that everyone possessing grain in excess of what is absolutely necessary for the support of his family for four months shall sell it. If he fails to do so his entire supply will be taken away by force. All those opposed to the corner will now salam to the Ameer. Great is his corner rule!

THE POSTOFFICE Department has instituted another outrage upon the long-suffering public by refusing to permit the use of mail sacks for the free delivery of grain or other seeds under Congressman's franks longer than three days after they arrive at destination. Such tyranny should not be tolerated for a minute even by Congress. If Congressmen can't have United States mail sacks to store grain and seeds in as long as they want them, let them abolish the Postoffice Department and get a business



organization in charge of the distribution of United States mails.

CHANGING seed corn occasionally, even tho the seed is brought only from the next county if it be a pure variety cannot help but bring profit to the grower as well as to the dealer. The replanting of mixed corn or corn that has run out after being replanted in the same soil year after year must insure more frequent crop failures and a smaller yield of inferior grain at best. Frequent introduction of new seed pays handsome dividends.

ERIE CANAL has not yet been provided for, but its friends are working vigorously to secure an appropriation of a hundred million for its improvement. It is doubtful if New York will ever have the bulk of the export grain trade again. The railroads are too largely interested in diverting this class of trade to other ports. The improvement of the Erie, however, is certain to keep down freight on grain which does go to the Atlantic seaboard.

THE freight problem has reached a crisis in Minnesota and several Minneapolis flour mills have been closed down because of their inability to get cars. If the railroad companies had two or three times as many locomotives, cars would not outlive their natural life-time before reaching destination. Many cars have been in transit long enough to have been used in transporting ten loads of grain over the same line and in the same direction.

BUCKET-SHOPS are sure to be less numerous next summer if one-half of the drastic bills now pending before the different state legislatures become laws. Legislatures seem to be dead in earnest in this matter and are considering bills which seem to be water tight, all of which seems to merit the hearty support of every regular grain dealer, and grain grower, whose interests would be materially advanced by the closing of all bucket-shops.

WILD-CAT insurance companies will not be so numerous in Illinois if a bill now pending in the state legislature becomes a law. Owing to their not writing any business in Illinois, the insurance department seems to have been unable to regulate many of the swindling schemes conducted from Chicago as headquarters. With the law proposed on the statute books the department will be able to conduct frequent inspections and place the public on its guard.

RECENTLY a St. Louis milling journal published an extensive description of a new device used by millers for bleaching flour. A week later it publishes the so-called Illinois law prohibiting the bleaching of grain. This so-called law has been pointed to so many times by those seeking to support their preju-

dice by law that it would seem there is now no excuse for such action. The law has been pronounced unconstitutional and has no force.

SEED grain of superior quality will insure more and better grain for the farmer and the grain dealer. Every dealer can well afford to ship in superior seed grain and induce farmers to be more careful in their selection of seed each year. Any work done along this line is sure to pay a good profit to both the grower and the dealer. In our department devoted to grain and seed will be found the advertisements of many grain dealers who have superior seed for sale.

CORN-COB PIPES have come to be recognized as one of Missouri's principle products and now its northern neighbor, Iowa, not to be outdone by Missouri, is using corn cobs in constructing sidewalks and reports them springy and free from water in low places. The demand for corn-cobs in the manufacture of breakfast foods is not near sufficient to exhaust the supply, hence this new use will be supplied by elevator men without any great rise in the market value of cobs.

MINNESOTA'S legislature is considering a bill taxing private freight car lines—a good move, which should be imitated by every state. The private freight car lines, fast freight lines and other hangers-on of the freight traffic business have been a strong influence for cut rates and discrimination of all kinds. It would seem much better for the shipping public that the traffic business of each road be handled entirely by the officials of the road. Then is discrimination less likely, and steady rates more likely to be attained.

KANSAS CITY'S Weighing Department, thru its vigilance in inspecting arrival of grain-laden cars, is greatly reducing the trouble and relieving shippers to that market of considerable losses in shipments. During the first year of the bureau's existence 569 shortage complaints were received, but this is expected to be reduced one-half during the ensuing year. If shippers would report more promptly their troubles direct to the weighmaster, no doubt quicker action and more frequent success would be attained in tracing the causes of shortages.

KILN-DRIED corn will not be placed in a separate grade until the Illinois Railroad and Warehouse Commission is convinced that there is more need of it than was shown by recent petitioners. When the rule is changed, if ever, the operators of driers will find it necessary to do more careful work, but then as now, will be able to sell kiln-dried corn without the most vigilant chemist ever discovering it. The buyer who is bitterly opposed to

having any corn delivered to him, will be able to present many so-called objections to kiln-dried corn. The real objections to corn properly dried are nil.

THE Shippers Asso. of Chicago, having failed to materialize commission men will try their hand at organizing a Board of Trade Protective Asso. for the purpose of collecting debts from delinquent customers and to provide members with the names of all parties who default on contracts. If the commission men would give more attention to the working of the national association they would know that a strong organization is already in the field to do this very work. Members who refuse to settle or abide by the decision of the arbitration committee of the National Asso. are suspended or expelled and their names published to the trade.

MINNESOTA'S grain inspection department not only has a surplus, but it has somebody interested in it who insists on the receipts of the department being used primarily and exclusively to defray the expenses of the department. Recently, as was noted in these columns, fees were again reduced. Now a bill has been introduced into the state legislature providing that all interest on surplus funds of the department shall be retained by the department instead of being turned over to the general fund, as has been the case during the last two years. Some of the inspection departments turn the interest over to the grafters and increase the fee in order that the fund may be larger.

WISCONSIN seems likely to be blessed with an anti-bucket-shop law, which, if passed as introduced in the state legislature, will put an end to all betting on prices. It is indeed deeply to be regretted that a similar law is not being pushed thru every legislature now in session. The grain trade no less than the grain grower and the consumer will profit directly by having all deals in grain confined to market channels where actual sales are made and the influence of every trade is shown in the market prices posted to the public. No doubt if all betting and gambling on the rise and fall of prices were stopped, the volume of trade in actual grain would be greatly increased.

OWNERS of elevator property should bear in mind that the greater the risk, the greater the fire hazard of their plant, the greater must be the cost of insurance; and when the insurance is placed with a stock company, the greater the premium, the greater the commission of the insurance agent. Any attempt at reducing the fire hazard, whether it be in the construction of fireproof storage, the elimination of known hazards or the provision of fire-extinguishing apparatus, will result in direct returns to the owner by a re-



duced cost of his insurance. The inspector who makes an honest study of elevator risks and suggests changes or improvements, works more for the insured than for the insurance company.

NATIONAL grain inspection was not provided for by the last Congress, and if the members of the grain trade are alive to their own interests they will not permit such interference with their business by any future Congress. The Agricultural Department, or at least someone interested in increasing the number of office-holders, has kept one or two agents traveling about the country for nearly a year picking up facts in support of the proposition that the Agricultural Department should have control of the grain inspection of the country, in order that it should be uniform throughout the land. The politicians have long sought to secure evidence in support of such a move, the prime purpose of which is to gain an excuse for letting in another horde of feeders to the public crib.

THE Farmers Grain Dealers Association of Illinois, recently organized at Springfield, claims to be a regular booster's club and write that "Our leading belief is that every knock is a boost." The shrewd promoters of the organization are collecting the knocks issued by the indiscreet antagonists of the farmers' movement and using these very knocks to boost the movement. The farmers have the co-operative fever and until the promoters have bled them well, can be expected to respond freely to the calls for stock subscriptions in farmers' elevators. The more the movement is opposed the stronger will it grow. However, it is not to be expected that any of the co-operative organizations will last long, because it takes experience to conduct a successful grain business as well as any other, and by the time the co-operative company buys a fair amount of experience for its manager, the stockholders will insist either on a change or relief from assessments.

NORTH DAKOTA'S Legislature has decided to assist in the establishment of a grain inspection department at West Superior in defiance of the recommenda-

tion of its committee appointed to investigate the feasibility of the scheme. Wisconsin politicians have won the support of the labor unions and every one who can expect to have anything to do with the new department. The promoters seem to think that Minnesota is growing rich from work carried on in Wisconsin, and that everyone identified with the department will share in the enormous profits as soon as a department is established at Superior. The volumes of misrepresentation which have been presented in support of the establishment of a state grain inspection department at Superior is startling. Those familiar with the grain trade of the state know full well that political interference will hurt the grain trade of the state more than the grafters will gain.

WINTER-SHELLED corn continues to cause a great amount of uneasiness in some districts where cars are not obtainable. If shippers will order their cars from headquarters direct, ignore their station agent and warn the traffic officials that unless the cars are supplied for movement of grain within a specified time the railroad company will be held liable for all damages accruing by its dereliction, shippers can depend upon getting cars. A formal order for cars acknowledged before a notary, or attested by witnesses and made in duplicate, one to be retained by shipper, will give the traffic manager fair warning that unless he supplies the needed cars his road is pretty sure to become involved in a one-sided law-suit. Railroads have been granted charters and rights of way for the transportation of freight and passengers. When they neglect to perform this service, they sacrifice all claim to charters and to rights of way. It would not be a difficult matter to collect damages for failure to supply the needed cars, where unquestionable evidence is presented, either to court or jury, that cars were properly ordered and that damage really did result by failure of carrier to perform its duty. Such a case could be pushed to a successful termination much easier and quicker than a petition for the cancellation of the charter.

### Cause of Elevator Collapse.

Since publishing the view of the collapsed elevator at Freeland Park, Ind., in the Feb. 10th number of the Journal we have received other photographs of the wreck and an explanation of the cause, which will at once appeal to practical elevator builders as plausible.

The house, as is shown by view of ruins given herewith, was a cribbed house. The bins in the main storage were 66 feet deep, while those over the 12-foot driveway were about 54 feet deep. The outside wall of the driveway was made of 6-inch cribbing without any beams or posts supporting the great load overhead. The light, weak foundations underneath the large bins of the main storage part are supposed to have given away and thus thrown the load sidewise onto the cribbed outside wall of driveway which fell over, just as a child's building blocks would, and permitted the entire building to fall in a heap. The house was not constructed by a licensed architect.

The builder's experience seems to have been insufficient or his allowance short of that needed to erect a house which would stand under the varying and many strains to which it was subjected when loaded with grain. Barn builders, thru low prices for their services and so-called plans, have before now induced many a misguided elevator man to save something on the first cost. Invariably the result has been that the house was so poorly arranged, so weakly constructed that it became necessary to overhaul and remodel it shortly after completion.

The strong elevator, well built and conveniently arranged, is not always the most expensive even when built by an elevator expert. In fact, we have in mind a case in Illinois where an elevator planned and erected on the site of a burned storehouse, by the old engineer, at \$1.25 a day, had to be cut all to pieces when it came to installing machinery; and enough lumber was placed in the plant in excess of that actually needed to increase the cost of the engineer's services to \$8.50 a day. The arrangement of the plant was so convenient that it was found necessary to employ two men instead of one, as had been contemplated. The elevator builders who do not value their own services and time, as a rule, are not the men to employ in planning and building your elevator.

The National Hay Asso. has applied to the federal government for a national charter.

A Board of Trade has been established at Rosario, Argentina, with Ernesto Danvers as president.



Collier & Songer's Elevator at Freeland Park, Ind., Immediately After Its Collapse.



## ASKED AND ANSWERED

### TO KEEP WATER OUT OF BOOT.

Grain Dealers Journal: Can some reader of the Journal inform us how to keep the water out of our elevator boot.—Thos. Ryan, Tabor, Ill.

### SUCCESS OF MUTUAL INSURANCE.

Grain Dealers Journal: Will a reader of the Journal please state whether any mutual fire insurance company insuring grain or mill properties have ever proven failures?—Northman.

### SETTLEMENT OF NO. 3 CONTRACTS WITH NO. 2 CORN.

Grain Dealers Journal: We cannot conceive of any reason why any man should ask such a foolish question. The "Buyer's" bid was for No. 3 corn or better, and the sales were made on this basis. No. 3 corn was all he asked for and all he could demand. It is foolish for him to say that he expected more or less No. 2 corn on the No. 3 sale. No buyer in our market would be so silly as to raise such a point.—Freemire & Swan, Minneapolis, Minn.

Grain Dealers Journal: No. 3 corn will fill the sales and therefore settlement should be based on No. 3 corn. What grade the buyer expects to get, or rather what proportion of No. 2 he expects to get can cut no figure, he cannot demand No. 2.

We would want to know if destination grading was to govern or if some stipulated market was to govern or decide the grading. From the "P. S." we infer the buyer wishes to make destination settlement. As this would allow of such a wide range, it would look to us to be unfair, unless the seller had in some way bound himself to destination terms.—C. H. Feltman, Peoria, Ill.

Grain Dealers Journal: On the contract for No. 3 corn or better our opinion for settlement should be made on No. 3 corn only, as that was all the seller agreed to deliver; and, further, that when the seller ordered 10,000 bus. No. 3 corn bought and delivered to purchaser, it was a good and proper tender on the contract, and should have been accepted by the buyer.

In regard to the account of weights, bought St. Louis, East St. Louis and destination, which if the grain was shipped to St. Louis, East St. Louis, of course St. Louis weights at those places should prevail, if billed direct to point of shipment to seaboard, destination should prevail in settlement.—S. M. Ratcliffe, Buffalo, N. Y.

Grain Dealers Journal: When the custom of bidding for No. 3 or better corn to arrive was established, it was expected that the country shipper would ship corn that he thought would grade No. 3 and the exporters, who established the custom, if it graded No. 3 at a terminal market or seaboard, arranged to have it all graded No. 2 on the steamer. As we understand it, the seller has not the right to buy in and deliver on contract at a terminal market No. 3 corn to fill a sale of No. 3 corn or better corn to arrive. It has been decided by arbitration in one instance that, if the seller elected to buy corn in at a terminal market to fill his contract, he should buy No. 2.

As we understand it, if the buyer bids for grain on St. Louis, E. St. Louis or

destination weights, it is the option of the buyer to give weights at any destination point he chooses.—Geo. A. Adams Grain Co., Kansas City, Mo.

Grain Dealers Journal: We do not see but what the basis of settlement should be whatever price buyer agreed to pay for No. 3 or better corn, in which case it makes no difference whether the corn is No. 2 or No. 3. The price that buyer would pay for either grade would be that which you bid for No. 3 or better corn.

We think the seller has a perfect right to ask the buyer to buy for his account in St. Louis 10,000 bus. of No. 3 corn on account of his not being able to ship this amount on the sales he made of No. 3 or better corn St. Louis, East St. Louis or destination weights. We think that the buyer took his chances as to whether the party of whom he bot might not be able to fill his contract, in which case, the seller might want to have the corn bot for his account. We notice that the buyer does not state in what market the difference in grade would be settled, had the shipper shipped him No. 4 corn. This being the case, is one reason why we consider the shipper had a right to say in which market he wished the corn bought for his account.—B. F. Glover & Son Com. Co., New Orleans, La.

### RECISSION OF SALE.

Grain Dealers Journal: The question asked involves such a contradiction of terms as would indicate it never involved a transaction on the Chicago Board of Trade. If he sold a car of grain and shipped it within the time specified in the contract, and it inspected equal to or better than the grade sold, his responsibility ceased and whatever loss or profit there was in the subsequent handling belonged to or was paid by the buyer. Neither was there any reason why the buyer should report the sale to him, as he had no interest in it.

If he consigned a car of grain and his commission merchant sold it on arrival, and the terms of delivery on this sale were not complied with, through the fault of the railroad bringing the car here, then the shipper would be responsible or would have to stand the loss, if he could not collect it from the road.

In general the western road is considered the agent of the seller, the eastern road the agent of the buyer, and each is responsible for the acts of his agent.—Hulburd, Warren & Co., Chicago.

### SUGGESTIONS FOR SETTLEMENT WANTED.

Grain Dealers Journal: I sold 5,000 bushels corn at 38 to 39½ to a Louisville buyer for fifteen days' shipment. After shipping one car railroad company placed an embargo on grain shipments, hence I was prevented from loading out three other carloads which I had ready. The buyer refused extension of time and bought in amount required to fill contract at loss to me of between 5 and 6 cents per bushel. I claim he paid too much for the corn bought in on my account. In fact I could not learn of his buying price having been paid anywhere in the country that day. On the day of expiration of my contract corn was 42c in Louisville, yet he paid 44c. He now offers to buy corn over again at 42c provided I will pay the draft for the loss he claims. Inasmuch as corn is worth that much nearly everywhere on the Big Four I do not feel that I am justified in paying him 44c and then

selling my corn to him at 42c. I will be pleased to know what the members of the trade think of this case and to have their suggestions for settlement.—M. D. Hoosier.

### BILL OF LADING DELAYED.

Grain Dealers Journal: In reply to "Hoosiers," whose B. L. was delayed in the mails, as reported in the Journal of Feb. 25, we would say that the sellers have complied with the terms of sale in every respect and to the best of their ability; in fact, deserve credit for being so prompt on a 15 days' shipment sale. They got their papers off promptly—could do nothing more. The papers may never reach the buyer yet the seller has completed his contract.

The buyer is entitled to no reduction whatever. We do not think there is a grain committee in the United States or elsewhere that would entertain his claim for a moment.—Whitcomb & Root, Cincinnati, O.

### WHAT IS THE PROPER SETTLEMENT PRICE?

Grain Dealers Journal: We have a difference with a St. Louis commission firm on which we would like to have the opinion of grain dealers. On January 13th we sold 9,000 bushels No. 3 or better White shelled corn track Mynard at 33¾c. When we shipped first car on sale buyer requested us to pay one-half cent per bushel for 10 days extension of time for delivery. I was willing to cancel contract on basis of St. Louis cash market Feb. 28th. We wired buyer we would settle on basis St. Louis market, paying him the difference between the purchase price and St. Louis market day of cancellation. Were we not fair? I claim that the price at which he could have bought No. 3 white corn in St. Louis market Feb. 28th should be the settling price. Instead of taking the cash price he takes the highest destination price and lowest local price for No. 3 white, namely 45¾ and 42½ and calls the average St. Louis price 44½, which, with the freight at 13 cents per cwt., or 7¼ cents per bushel, would make the cancellation price 36¾ cents our station. The average price for No. 3 White corn local, as shown by the St. Louis Daily Price Current on Feb. 28th, was 42¾ cents. Would not settlement at this price be fair? Trusting I will be favored with the opinions of those having had experience in this matter, I am, yours very truly, W. F. Gillispie, Mynard, Neb.

### Association Meetings.

March 24-25—The annual meeting of the Kansas Grain Dealers Asso. will be held at the Midland Hotel, Kansas City, Mo.

March 27—The annual meeting of the Grain Dealers Union of S-W. Ia. & N-W. Mo. will be held at Council Bluffs, Ia., Friday, 2 p. m. in the Assembly Hall of the Grand Hotel.

Grain in farmers' hands at the close of February at 1,069 towns in the states of Illinois, Indiana, Iowa, Kansas, Missouri, Nebraska and Ohio, as reported to Geo. H. Phillips, was 42.5 per cent of the corn crop, against 28.9 a year ago; 30.6 of oats, against 24.9 a year ago. Fewer hogs and more cattle are on feed than a year ago. The yield of corn this year was 40.3 bus., compared with 24.8 in 1901.



## LETTERS FROM THE TRADE

## A BIG CAR.

Grain Dealers Journal: We had a car of corn consigned to us one day last week by Wilder & Pearson of Ladonia, Mo., that weighed out 113,180 lbs., of 2,021.4 bus.

How does that compare with other large cars reported? Can any one show Missouri a bigger one? P. P. Williams Grain Co., St. Louis, Mo.

## ELEVATORS FULL—NO CARS.

Grain Dealers Journal: The great problem confronting us now is, How are we to treat the railroad companies in regard to having them furnish us with cars to load our grain in? Every elevator along the L. E. & W. Ry. is full and no cars in sight for relief. We hope some reasonable measure can be enacted so that the graindealers will not have to suffer any losses from this cause.

The grain business is getting to be a great "bore" to a man and a great loss in many cases, and it appears to me that there ought to be something done in behalf of the grain dealer. The state has passed laws to protect the railroads in the last 50 years, until they are so high that the companies are not able to look over their gigantic walls and see any need of protection for any one else.

If railroads are a common carrier, they ought to be prepared to take care of all merchandise that is to be moved. I hope something may be done to bring them to see that it is a great loss to grain dealers to have to let their grain lay in the elevator and not get cars to move a bushel of it.—V. Lars Anderson, Oxford, Ind.

## SHRINKAGE OF OATS.

Grain Dealers Journal: It is a well-known fact that some kinds of grain lose weight faster than other kinds, and also lose a greater per cent. This is due to the loss of moisture from the mature and ripe grains, shrinkage of immature and unripe kernels and from sprouting. The loss is hastened by frequent handling, storing in small bulks or by the process of kilndrying. It is retarded by storing in large bulk and for a longer interval.

In due course of time there will come a period when this gradual loss will seemingly cease and when the measure weight (bushel measure full) will hold its weight whatever it may be, which may then be called the natural weight of the grain. It may be more or it may be less than the legal weight for the bushel or it may be just the legal weight; in fact, the natural weight is the basis upon which the legal weights are made.

Ordinarily in stored grain, its natural weight is reached or attained about the following spring, especially if the grain has been kept in a dry, cool and uniform temperature during the winter.

Dealing in soft grains before natural weight is reached calls for the use of measure weight, which means the weight of a measure full of new or soft grain. This is important, if known, in estimating the natural losses to the grain weight as a whole, while on the road.

Some actual and apparent shortages in grain weights are directly due to natural causes and effects, so being, the loss should be expected and not attributed to fraud or the carelessness of in-

spector, shipper or carrier. It is a well-known fact that some kinds of grain lose more and faster than other kinds under similar influences. The same is the case in different lots or crops of any one kind of grain. It is important to know the measure weight of grain at the time of purchasing or shipment.

For experiment on Sept. 11, 1902, I set aside 48 measure weights of new oats of 34 lbs. each in small bulk, making a grain weight of 1,632 lbs., which if divided by 32 would make 51 legal bushels. The grain was not disturbed until Feb. 11, 1903, when the measure weights were found to have lost a pound each; that is, it would take an additional pound of grain (35 lbs.) to fill the measure. From this cause alone the September grain weight must have lost 48 lbs. by evaporation of its moisture. Deducting from 1,632 lbs. leaves the February grain weight 1,584 lbs., an actual loss of 114.34 measure weights. In effect it will appear twice that amount, after replenishing the loss of a pound each to the remaining measure weights. Out of the 48 measure weights on Sept. 11 there were but 45 measure weights approximately on Feb. 11, an apparent loss of nearly three measures of grain, from natural causes.—C. L. S., Chemung Co., N. Y.

## PROPOSED AMENDMENT TO ILLINOIS LAW ON DEALING IN GRAIN OPTIONS.

Grain Dealers Journal: March 27th, 1874, the Illinois State Legislature passed the law, Section 130, Criminal Jurisprudence, relating to gambling in grain. This law is practically obsolete, but the fact remains that it is still on the statute books and it absolutely makes a criminal of every man who trades in grain for future delivery.

A bill pending before the state legislature is an amendment to Section 130, Criminal Code, that reads as follows: An act to amend Section 130, of the act entitled, "An Act to Revise the Laws in Relation to Criminal Jurisprudence," approved March 27th, 1894; in force July 1st, 1894. Section 1. Be it enacted by the people of the State of Illinois, represented in the General Assembly, that Section 130 of an act entitled, "An Act to Revise the Law in Relation to Criminal Jurisprudence," and the same is hereby amended to read as follows: Section 130. Whoever contracts to give to himself or another the option to sell or buy at a future time, any grain or other commodity, stock of any railroad or other company, or gold, when neither party intends to receive or to deliver the thing which is the subject matter of the option, and when both parties intend to settle the payment of differences by the party losing, based upon the rise or fall of the market, as to the subject-matter of the contract or option, and whoever forestalls the market by spreading false rumors to influence the price of commodities therein, or corners the market or attempts to do so in relation to any of such commodities, shall be fined not less than \$10 nor more than \$1,000 or confined in the county jail for a term not exceeding one year, or both, and all contracts made in violation of this section shall be considered gambling contracts and shall be void.

The proposed amendment defines what constitutes "gambling in grain." The bill has been drawn by competent attorneys and carefully examined by a learned ex-judge, who pronounces it

faultless. The passage of this amendment would practically kill bucket-shops, a viper which the Chicago Board of Trade has been spending vast sums of money, for a number of years, trying to suppress. It will not only do this if passed, but it will put our trading on a basis where the law will sustain us.

To-day, as the law stands, two judges out of three will decide that 90 per cent of our transactions in grain on the Board of Trade are illegal. A man can go to any commission house, give an order to buy or sell grain, and should he lose in the transaction, can bring suit for the return of the money lost, on the plea of gambling, saying he did not intend to receive or deliver the grain bought or sold.

Now, should the amendment to Section 130 pass, the "welcher" would find that his plea of "gambling" would avail him nothing, but would make a self-confessed criminal of him. Speaking of "welching" or "squealing" or "playing the baby act" or any name you please to call it, there is more of it than the casual observer would think. The writer knows of two cases where the loser pleads "gambling" and refuses to pay an honest debt.

Every honest grain dealer, if this proposed amendment is passed, would benefit by it. In a strict interpretation of the law as it stands to-day, the grain buyer at an interior point who buys grain from the farmer, stores it in his own warehouses, and hedges by selling an option against it in Chicago, but for some good reason does not ship his grain to Chicago but buys back the option, commits a crime. The Chicago elevator man who sends out a bid for grain over night, good until 9 o'clock the next morning, commits a crime, according to Section 130, Criminal Code of Illinois, as it now stands. This is surely all wrong, and against public policy. If the amendment passes, and it should, it will right this great wrong, which has hung over the grain trade of Illinois for the past 29 years. If it does not pass both houses of the Legislature it will not be for lack of merit.

When the grain dealer, both in the country and in the city, understands how vital to his interests the passage of this amendment is he will see to it that the representative in his district votes correctly when the bill comes before the House.—F. J. M., Chicago, Ill.

Congress has passed the bill elevating the crop bureau of the Department of Agriculture.

Portland, Me., shipped its record cargo of oats March 5 in the steamer Montauk, 300,000 bus., to the starving Finlanders.

Europe buys her supplies from other countries who are underselling us. If we go along about two weeks more without any serious accident to the winter wheat crop prices will then commence to decline to an export level.—Bartlett, Frazier & Co.

I have tried holding corn from one year to the other, and I know it will not pay any man. Years ago, when we had only two or three uses for corn, and could be sure of from 50 to 60 cents per bushel for corn every third year, it would pay to hold corn, but now, with 28 different uses of corn, it will pay you at some time during the year to get your crop marketed, and in eight years out of ten it has paid me best to sell the bulk of my crop the third week in July.—O. J. Avery in the Indiana Farmer.



## SEEDS

Wild mustard seed is in poor demand. Clover seed exports from Baltimore for the week ending March 6 were 545 bus.

Farmers in the vicinity of Bad Axe, Mich., are sowing a large acreage of clover and timothy seed, reports O. W. Loeffler.

One of the very few clover and seed elevators in Illinois is located at Morton and is operated as a side issue by Tucker, Dodds & Co. Its capacity is 4,000 bus. and it has been filled twice during the past five years.

Clover seed receipts at Toledo for the week ending March 7 were 1,250 bags, compared with 3,960 bags for the corresponding week of last year; receipts for the season have been 85,850 bags, compared with 109,190 bags to the same date last year.

Toledo shipped during the week ending March 7 6,406 bags of clover seed, compared with 6,285 bags for the corresponding week of last year; shipments for the season have been 73,974 bags, compared with 87,193 bags to the same date last year.

Seed corn that under a severe test will germinate an average of 96 per cent should possess the vitality to make a good stand under ordinary conditions of planting. Coupled with a proven yield of 75 bus. per acre, the variety of yellow seed corn offered by the Kinsella Grain Co., of Colon, Neb., merits the attention of carload buyers.

The seed receipts at Chicago for the week ending March 7 were: 1,371,144 pounds of timothy seed, 209,700 pounds of clover seed, 438,510 pounds of other grass seed and 60,680 bus. of flaxseed; compared with 615,020 pounds of timothy seed, 94,982 pounds of clover seed, 463,845 pounds of other grass seed and 48,311 bus. of flaxseed for the corresponding week of last year.

The shipments of seed from Chicago for the week ending March 7 were: 1,074,100 pounds of timothy seed, 441,800 pounds of clover seed, 258,129 pounds of other grass seed and 9,211 bus. of flaxseed; compared with 1,052,162 pounds of timothy seed, 308,721 pounds of clover seed, 430,438 pounds of other grass seed and 13,078 bus. of flaxseed during the corresponding week of last year.

The tone continues good for all farm seeds, but business is less active than of late. Most buyers have secured a certain amount of stock, and will now look on for a time. This pause will prove beneficial, and make the position sounder than if the advance had continued without a check. Supplies of all clovers and trefoil continue light. English red is scarce as ever.—John Picard & Co., London, Eng.

The seed exports for the 7 months ending Jan. 31 were: Clover seed, 9,229,678 pounds; flaxseed, 3,781,543 bus.; timothy seed, 10,491,232 pounds and other grass seed valued at \$518,424; compared with 4,580,627 pounds of clover seed, 3,869,893 bus. of flaxseed, 1,560,997 pounds of timothy seed and other grass seed valued at \$239,762, for the corresponding period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

In seedling to grasses a frequent cause of failure is the neglect of precautions to secure moisture enough to support the seedling until its roots are sufficiently es-

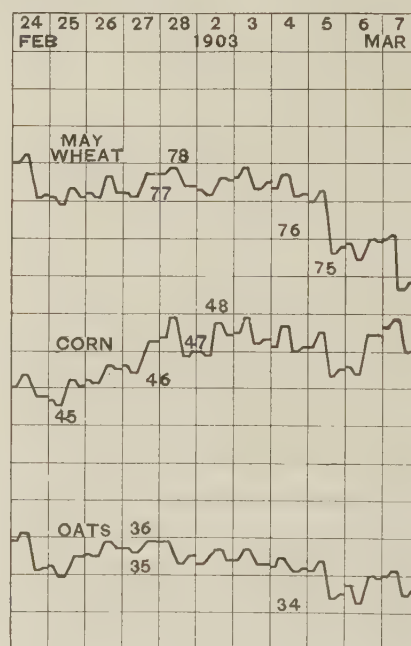
tablished. When sown with a so-called "nurse-crop" of grain, the latter being of stronger growth seizes upon all the moisture it requires and if the total supply is insufficient the grass perishes. It is better to sow the grasses and clovers without a nurse crop. The extra amount of hay made the first season will more than compensate for the grain secured where the two are sown together.—Whitney-Eckstein Seed Co.

We are carrying less than 500 bags of low grades for all of our friends, being held for higher prices. A little prime has been shipped and some mixed with low grades to cheapen the price. No deliveries on March contracts this week. Some of it will be shipped soon as it is. Shortage is not large. Speculation has been quiet. Some realizing has caused a slight set-back from top prices. It looks as if all of our stock would be wanted. The question is whether some of the longs will be more anxious to realize than the buyers are to take it.—C. A. King & Co.

Cash clover seed has been selling right up close to prime, especially the good grades of No. 2 which have been bringing prime price. The fact that rejected seed is selling 15 cents under prime shows that the demand is very keen and the supply limited. Of course the break in wheat, corn and oats naturally has its effect on some speculators and the little fellows let go of their March causing a decline from high point. Much depends upon what the receipts will be the balance of the month. If they continue light, say around 100 bags per day, it will cause some uneasiness on the part of the buyers to get the goods to supply their trade.—J. F. Zahm & Co.

### Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago, for two weeks prior to Mar 9, are given on the chart herewith.



Should the roads soften and get out of condition for hauling heavy loads, it is likely that more oats will be delivered at country stations than corn.—Dryer's Daily Postings.

### A Novel Market Letter.

So many market letters are received each day by regular shippers that long since they abandon the idea of reading all of them. Recognizing that the shippers would be very likely to select some and throw away the others, receivers have sought to make their own letter more attractive, more interesting. A late attempt in this line, written after the style of John Graham's Letters to His Son, is issued monthly by Nash-Wright Co., under the title of "Letters to George from His Uncle Bob."

From the latest letter, which deals with grain dealers associations, we quote the following:

Yes, join the Association. You may learn something by attending a meeting of grain men occasionally, or some of the other fellows may learn something from you. In either case, it is a good idea.

I'll bet that when the traveling man came around, and asked you to join, you told him to get your neighbors in first. The old story.

We all imagine that it is the other fellow who needs all the reforming. The other fellow feels the same way about us, and both of us are right.

Mr. Mowry, Secretary of the Illinois State Association, once told me that the process of getting some fellows to join was just like weaning a calf. I know you have had your shins barked, your patience tested, your clothes bespattered and your stock of cuss-words exhausted while teaching some fool calf that it is easier to absorb a meal out of a milk-bucket in a modern, rational way, than to make trouble by insisting on methods more natural perhaps, but less practical and economical—so I think that you will see the point. But, don't you imagine that any association is an iron-clad insurance against your own or your competitor's foolishness.

Understand at the beginning that membership in an Association don't necessarily mean business success any more than mere membership in a church means salvation. You have to mix good works with good intentions in either case.

Meeting your brother grain men occasionally will simply give you a chance to talk over each other's mistakes. Generally there is plenty to talk about. Talking to a man is a lot better and safer than talking about him, for the talk is naturally more conservative and don't need so much explanation.

Women have no monopoly on the gentle art of gossiping and I've noticed that nearly every rooster is just a bit braver on his own dung-hill than he is outside the barn yard.

You won't attend many conventions before you are convinced that this grain business is a man's, not a boy's business—a great, big, broad-gauge affair.

I suppose that you have observed that some of the Chicago newspapers devoted considerable space to the Grain Dealers' Association last week. The average newspaper editor is more concerned about the startling features of a "story" than he is about its absolute truth, and newspapers, like our political friends, have to "play to the gallery" occasionally. Half a truth is sometimes worse than a lie, and when a reporter gets orders to "play up" a story, he is likely to work his imagination pretty hard in order to fill his column—particularly if the story don't turn out as sensational as expected. However, I guess that you have learned by this time that you will have lots to worry about if you believe all that you see in print.

Credit other people with the same good intentions that you ask to be credited with; for the fellow who is craftily suspicious, and always willing to impute selfish or wrong motives to others, will, as a rule, bear considerable watching himself.

I am seriously and heartily in favor of the Association idea. Reforms in the grain trade can only be brought about by the Receivers and country grain men, acting in harmony and unison. Such friendly association for the purpose of correcting abuses or inaugurating reforms is right and proper, and should receive the support of every fair-minded man. Mistakes have been made, of course, but the ultimate idea is to work for the best interests of the trade. The grain man's interests are the farmer's interests, and both should work together.

Where have all the railroad cars gone?



## THE SUPPLY TRADE

Robert H. Jeffrey, superintendent of the Jeffrey Mfg. Co., Columbus, O., is a candidate for the office of mayor of that city.

The Steel Storage & Elevator Construction Co. of Buffalo, N. Y., is now taking some good contracts, already having some in Minneapolis, Chicago and Peoria and also at St. Mary's Mo.

We have received from the Lennox Machine Co., Marshalltown, Ia., catalog G, describing and illustrating the Lennox Gas Engines. It also contains many testimonial letters from users of their grain elevator engine.

Impressiveness should be the aim of the advertisement writer. This essential quality is not found in hackneyed expression, or in meaningless jingles of words. What is to be said must be told in such a manner as to strike home conviction to him to who reads.—Printers' Ink.

When rates are too low they are too high. This paradox means that if rates are so low that they demoralize advertising and newspapers, the advertising fails to bring returns, and hence the price, as low as it is, is too high when measured by results.—Washington Star.

The practice of late, in the corn belt, of elevating ear corn in the elevator cups, the same as small grain, has created a demand for a device for distributing it in the cupola, which the Hall Distributor Co. of Omaha, Neb., are supplying by a new machine they are putting out, to be used in conjunction with their Grain Distributor.

The Barnett & Record Co., Minneapolis, Minn., has moved into new and larger offices in the Corn Exchange Building. Among the new features of the office equipment is a machine by means of which blue prints can be made in two minutes, day or night.

The Maroa Mfg. Co., Maroa, Ill., write: We are glad to say that our business is very much better than it was this time last year, and indications are that we are going to have all we can do before the rush at harvest time.

The Allis-Chalmers Company will, on May 1st, remove its general offices from the present location in the Home Insurance Building, to the New York Life Building. The new offices of the company will provide ample space for the various sales departments and general business offices which will be indicative of the best possible service to their trade.

Guy Henderson and Fred Friedline have formed a partnership to design and erect elevators and will take contracts for the construction of elevators using any make of machinery the conditions demand. Mr. Henderson has been connected with the Weller Mfg. Co. for the past 6 years. Mr. Friedline has been connected with the same company as manager of the branch office at Decatur, Ill., and had considerable experience in constructing elevators in the Southwest. The new firm will have headquarters at Chicago.

Lovers of art who have seen that beautiful painting "The Country Postoffice" at exhibitions, can gratify their desire for a correct copy to hang on the walls of their homes. H. L. Day of Minneapolis, Minn., who chose this work of art to decorate his calendar, found the demand for the colored reproduction so great that he has procured a quantity of

the larger size 9½x14, on a white mount without advertising of any kind, that he will be pleased to send to any grain dealer on receipt of the cost to him, 35 cents.

The germinating period is at hand, and the owners of corn are in a dilemma. Large quantities of grain will heat and spoil. The scarcity of cars renders the moving of the grain difficult and uncertain. The supply of old hard corn for mixing is exhausted. The grain in many sections is too soft to be saved by transferring up and down, and the elevator operator without good drying facilities is indeed in trouble. The Hess Warming & Ventilating Company, who construct dri-



Edward G. Heeman, Chicago.

ers for such contingencies, report an unusual demand for their machines, and have entered contracts for six machines within the past ten days. Among these is a very large machine for the Updike Grain Co. of Omaha, Nebraska, to be erected at their elevator in Omaha. The Hess Driers in Chicago, owned by the Armours, Weares, Richardsons, and others, are doing good work in this emergency. The recent decision of the Warehouse Commissioners, sustaining the grading of dried corn from these driers, assures a substantial profit in the future, as in the past, in the operation of these machines.

The contract for the completion of the agriculture building at the Louisiana Purchase Exposition was let Feb. 28. It will cost \$529,940.

Imports of the Philippine Islands for the 8 months prior to Aug., 1902, included 19,611 bus. of barley, 133 bus. of corn, 4,102 bus. of oats and 60 bus. of wheat; compared with 25,184 bus. of barley, 77 bus. of corn, 2,786 bus. of oats and 7 bus. of wheat for the same period of the preceding year, as reported by the War Department.

Silver heels are greatly favored by some men, but few, under ordinary circumstances, care to have them on their desks. The favored friends of H. S. Grimes of Portsmouth, O., the popular president of the Ohio Grain Dealers Asso. and vice-pres. of the Grain Dealers Nat'l Asso. are extraordinary exceptions, in fact they have the silver slipper originally worn by the lamented Cinderella on their desks. It is stuffed with corn colored velvet so they may use it as a pin cushion with the compliments of Mr. Grimes.

## Edward G. Heeman.

Edward G. Heeman has engaged in the grain business in his own name, an ambition which he has cherished since his first connection with the trade 22 years ago. This ambition was perfectly natural in the boy of 14 just beginning work in the grain elevator of Joseph Good at Cincinnati, but its realization gained possibility as Mr. Heeman worked his way up the ladder.

Leaving Cincinnati, the place of his birth, in 1886, Mr. Heeman removed to Chicago, to enter the employ of Hill Bros. & Co. As traveling representative in Illinois, Iowa, Kansas and Nebraska he gained many warm friends and made the acquaintance that has increased in ever-widening circles. Mr. Heeman first became a member of the Board of Trade in 1894 when the firm took him off the road and made him its representative on the floor, where he remained until he went with Ware & Leland in 1898, to take charge of their receiving department. Mr. Heeman's next connection was with a firm of cotton brokers in New York City.

His liking for the grain business was too strong to permit him to stay out of it long, and when Geo. H. Phillips invited him to return to Chicago he promptly accepted the connection offered, which has been of mutual advantage to both.

Always a hard worker and having the interests of the entire trade at heart Mr. Heeman has found time to advocate principles and measures leading to better things.

An original idea of Mr. Heeman was the series of booklets called "Grain Trade Talks," in which his independent views were so forcefully expressed as to bring their author prominently before the trade.

Old and new customers will be glad to learn that Mr. Heeman will continue to publish his weekly letters, under the title of "Grain Trade Talks" for the information of the general trader. At intervals "Special" letters on the cash grain markets will be written for country grain shippers. A daily edition of "Grain Trade Talks" also will be issued.

Hately Bros., will confirm all transactions to customers and receive margins and bills of lading.

A car! A car!! My kingdom for a car!!!

Corn King Cleage has been deposed from his high estate. One Fisher of Lima, O., has brot suit against the royal St. Louisan to recover a paltry \$500, lost in the maelstrom.

Imports of beans and peas into the Philippine Islands for the 8 months prior to Aug., 1902, amounted to 87,155 bus.; compared with 32,751 bus. for the same period of the preceding year.

Unfavorable weather for marketing and restricted facilities have contributed to make reserves of corn and oats larger than usual. In the west the quantity of corn in dealers' cribs is assumed to be small, but the selling pressure from farmers and the notoriously poor service by the railroads has forced liberal quantities into cribs at many Illinois stations.—Pope & Eckhardt Co.

The Statistical Division is more or less embarrassed, and seemingly to an important degree, by the manner in which the working force of the office is organized under political influences, making it impracticable for the Statistician to reconstruct the service on a basis of qualification and efficiency.—From Report of Nat'l Brd. of Trade's Inquiry Com'te.



### Arbitration at Buffalo.

Readers of our New York column not familiar with the workings of the Buffalo Merchants Exchange may have been somewhat puzzled by notices appearing in the notes of our Buffalo correspondent regarding firms posted by the Exchange. The efforts of the Exchange are in the interest of fair dealing and in line with the arbitration work of the National and state associations. Differences will arise between members as well as non-members, and the Exchange has sought to provide means for their settlement. Rule 25 of the rules relating to the grain trade provides as follows:

Rule 25. Any corporation, joint stock company, firm or individual, not a member of the Buffalo Merchants' Exchange, who shall be accused of any proceedings inconsistent with just and equitable principles of trade, or a violation of any commercial usage established by the Exchange in relation to any transaction had through or with any member of the Exchange, shall, on complaint, be summoned before the Grain Committee, and given an opportunity to be heard. Should the above committee be unable to induce a settlement in proper cases and the circumstances seem to warrant, it shall report to the Board of Trustees recommending that the transaction of business with said defendant by any member of the Exchange be prohibited until a settlement be made.

And any member of the Exchange who shall represent or transact business with, for or on behalf of said defendant, after notice of such prohibition shall have been posted on the bulletin five days, shall be guilty of willful violation of these rules and subject to the penalties of Section 31 of the By-laws.

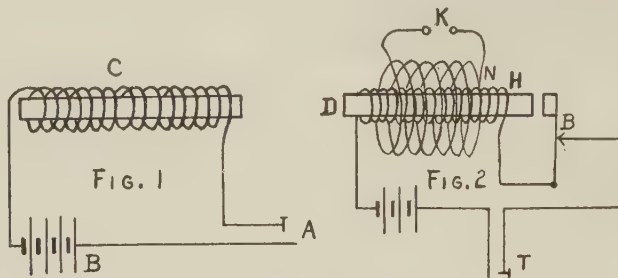
All complaints made under this provision shall be in writing and addressed to the

In Suits and Decisions this number will be found the report of a case which has been recently sent back for retrial from the Supreme Court of Wisconsin, after six years of litigation. The legal expenses of each party to this case have exceeded several times the amount involved. Had this case been arbitrated before an association committee, it would have been settled in short order and at small expense. The old method of settling trade differences in courts of law has not always resulted in equitable settlements because pettifoggers have, thru vituperation or misrepresentation, warped the judgment of courts and juries so that the real points at issue have been lost sight of.

With an arbitration committee made up of men having wide experience in the grain trade, men who are familiar with the customs and practices of the trade, cases are presented solely on their merits, free from any personal prejudice, and invariably settled so satisfactory to both parties that cordial trade relations may be continued after settlement is effected. Until something better than arbitration is presented, the courts should be displaced by arbitration committees and differences between fair-minded dealers settled thereby.

### Spark Coil for Gasoline Engine.

To obtain a strong spark for the ignition of gas it is necessary not only to have a good battery, but a considerable



Spark Jump Coil.

President, who shall thereupon refer such complaint to the Grain Committee. Thereupon the Secretary shall cause a copy of the complaint to be served upon the defendant with notice of time of hearing. Service of the complaint and notice of hearing before the committee shall be by mail at least ten days previous to the hearing, and addressed to the last known place of business of the defendant.

Any firm which does not see fit to comply with the decision of the grain committee is posted and all members are prohibited from transacting any business with, for, or on account of them. Those who violate this prohibition lay themselves liable to suspension and expulsion.

The provision is very similar to the arbitration rules of some of the state associations, which suspend or expel members that decline to arbitrate or to abide by the decision of the arbitration committees. If the arbitration method of settling differences is not considered fair and just by members of the trade, the weak points should be shown up, defects remedied and changes made which will make this method of settling differences satisfactory to the entire trade.

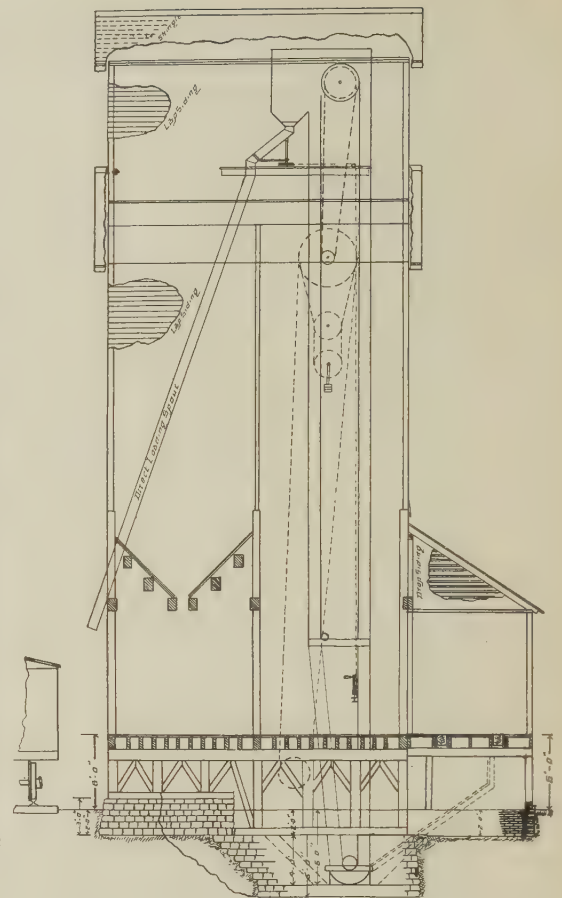
It is hardly to be expected that those who have been suspended or expelled from an organization or posted by another will think well of the arbitration method of settling trade differences. However, the method has been found satisfactory to many and it will remain until something better is presented to the trade.

length of wire. A still greater spark can be obtained by utilizing the phenomenon known to electricians as induction.

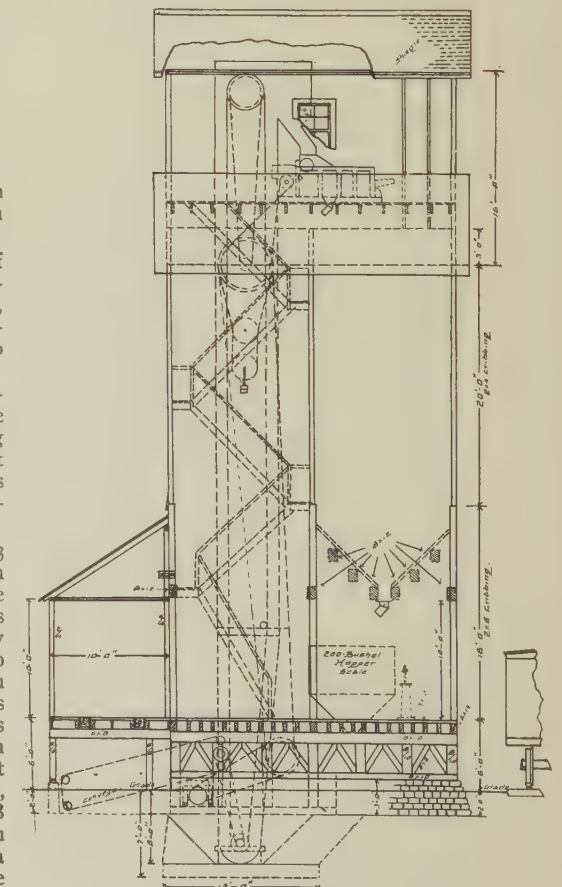
When a wire carrying a current of electricity runs in the same general direction as, and close to, another wire, there is set up in the latter a corresponding current, altho there is absolutely no connection between the two.

Fig. 1, herewith, for which we are indebted to Popular Mechanics, shows the current from a battery of 4 cells passing thru a wire wound several times about an iron core, C. When the contact, A, is lifted, almost no spark is produced, because the coil absorbs all the energy.

Fig. 2 shows the same coil with only 3 cells of battery, an interrupter at B, an induction coil N and electrodes K. The induced current, having no other means of escape, will jump a comparatively wide gap at K. Hence the name, jump spark, a heavy flash of strong ignition power. Sparking at K will continue as long as the circuit is closed at T, and as often as the circuit is broken at B, which is many times per second. Coil N must be made of very many turns of fine wire, securely insulated; and the interrupter B must be very well made and reliable in its action. Contact at T is made by a commutator on the engine shaft, the spark being timed to occur at the end of the compression stroke.



Left End Elevation of a 20,000-Bushel Elevator.



Right End Elevation of 20,000-Bushel Elevator.



## Plan of 20,000 Bushel Elevator.

The plans of the elevator which are reproduced in the engravings herewith were made especially for the Illinois corn district and are believed to contain improvements not found in the houses usually erected.

The building is 35x24 and 60 ft. high to eaves. The inclosed part of the driveway is 10x35 ft., and contains 2 dumps, 1 for ear corn and 1 for small grain. Instead of being high up in air as usual the driveway is only 6 ft. above the grade line. The 25-h.p. gasoline engine is set in a room 20 ft. from the main building, as required by insurance underwriters.

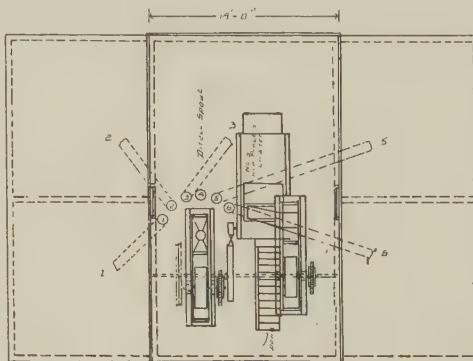
Ear corn is dumped directly on a feed chain which feeds the No. 2 sheller in the basement. One of the 2 stands of elevators elevates the corn to the cleaner in the cupola, from which it is distributed to the bins. Shelled corn and small grain is handled by the other stand. Grain is drawn from the hopper bins, and from

the larger part of the side bins to a 200-bu. hopper scale, weighed, dumped into back pit, elevated and run thru the direct loading spout which will trim a car full. While the last draft is being elevated the scale can be refilled, thus keeping a con-

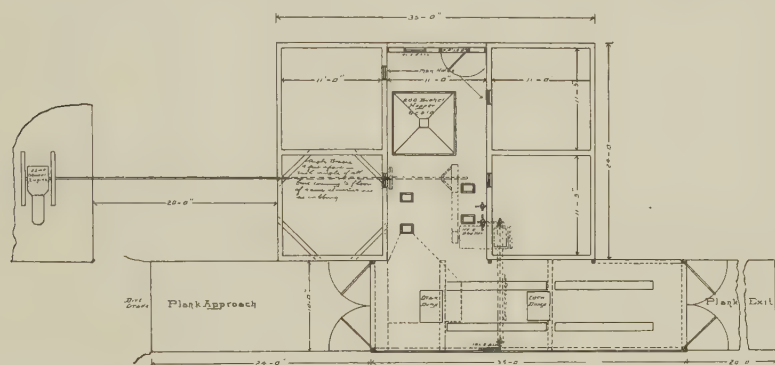
tinuous stream of grain going into the car.

A shaft from the engine drives the sheller by belt, and the cupola counter-shaft by 2 strands of 1-in. rope transmission. On the side of the work floor are 2 flat bottom bins; over the floor is 1 hopper bin. The 5 bins will hold 20,000 bus. The bin walls are of 2x6 and 2x4 cribbing, and the cupola of lap siding.

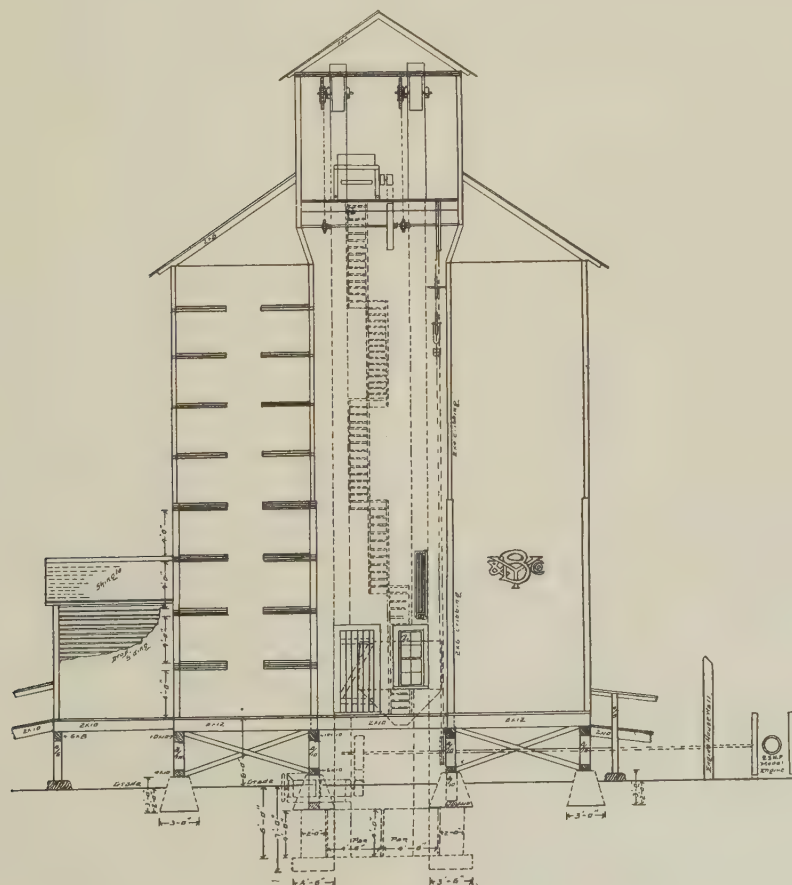
This well arranged tho inexpensive plant was designed by the Younglove & Boggess Co. of Mason City, Ia.



Plan of Cupola and Distributing Floor.



Floor plan—Showing arrangement of Driveway, Dumps, etc.



Track Side Elevation of 20,000-Bushel Elevator.

## Cobs.

The hemp exports of the Philippine Islands for the 8 months prior to Aug., 1902, were 61,310 tons; compared with 82,420 tons for the same period of the preceding year.

Rice imports of the Philippine Islands for the 8 months prior to Aug., 1902, were 377,452,634 pounds; compared with 254,504,830 pounds for the corresponding period of the preceding year.

A Chicago judge has fined the Washington Insurance Co., of Washington, D. C., and the Minneapolis Fire & Marine Ins. Co., \$10,000 each and directed that they be ousted from the state for non-compliance with Illinois insurance laws. A number of other cases are pending.

Notices of meetings held or to be held in different parts of the country by farmers to organize elevator companies are quite frequently seen. About every ten years this movement is started, usually by some man who has made a failure in business, and who sees a chance to get a salary while the other fellows who furnish the capital get the experience.—Times, Kankakee, Ill.

"We are entering upon a period of great transition; a period of difficulty and many dangers. The whole structure of industry and social life is liable to be subjected to a strain—possibly to a shock—for which experience furnishes no guiding precedent. Can we raise this wide realm of industry from selfishness to charity, from strife to friendship, from competition to co-operation, from the warring instincts of the savage state to the larger and nobler needs of associated life? This is the problem which will test the wisdom of statesmanship and tax the resources of public authority."

In mutual insurance the moral hazard, so great in old line insurance, and for which the attitude of the companies in adjusting losses is partly responsible, is reduced to the minimum. The physical hazard is also minimized, as mutual companies, accept but one risk in a territory commonly known as a city or town block. The risks are selected and so thoroughly scrutinized that practically all are of the preferred class, and as the business is conducted on economical lines the cost of protection is also minimized.—Farm Implement News.

The Continental Telegraph News Co. has been formed by Ralph and Max Orthwein of St. Louis, Mo., with the main purpose of affording cheaper rates to grain men. Construction has begun; and the lines from Chicago to Milwaukee and St. Louis will be completed by September. Later a line will be run to Kansas City. Identified with the new company are the Chicago & Milwaukee Telegraph Co., the National Telegraph News Co., and the Empire Clock Co., of St. Louis. Sufficient capital has been secured, and the company will be incorporated under the laws of Wisconsin.



# Grain Trade News

## CANADA.

Alameda, Assa.—J. J. Heaslip will build a 25,000-bu. eltr.

A division of foreign markets has been added to the Dominion Department of Agriculture.

London, Ont.—The Norwich Eltr. Co. has wound up its business, paying shareholders \$7.36 for each \$25.

Souris, Man.—J. E. Mann, connected with the firm of Deyell & Co. for 10 years, has moved to Winnipeg.

Winnipeg, Man.—The rumor that the Canadian Pacific would build a 2,000,000-bus. eltr. is without foundation.

Winnipeg, Man.—The preliminary estimate of wheat in farmers' hands by the Northwest Grain Dealers Asso. is 7,000,000 bus.

A bill has been introduced in the Manitoba legislature granting the Midland R. R. right to build several lines radiating from Winnipeg.

McHugh, Christenson & Co., of Minneapolis, will build 20 eltrs. in Manitoba during the coming year, each with a capacity of 25,000 bus.

Gladstone, Man.—Morton & Pearson will build eltrs. at Grenella, Plumas, Ogilvie and Katrine this season. All four towns are on the C. N. Ry.

The Canadian Northern Railway Co. has let the contract for 1,050 grain cars, each having a capacity of 60,000 pounds, to be delivered before September.

Brandon, Man.—Nearly 300 farmers from all parts of Manitoba and the Northwest Territories met March 3, and organized the Provincial Grain Growers Asso.

Wapella, Assa.—Dawson & McEwan of Rosthern, Sask., have bot the milling business of Jas. Sanders and will enlarge and improve it, building a 30,000-bu. eltr.

Fleming, Assa.—The farmers of this district are organizing a farmers' eltr. company. The provisional directors have appointed W. M. Caskell, pres., and W. Lukre, sec'y and treas.

Port Arthur, Ont.—The Lake Superior Brewing & Malting Co. is being organized. The company has secured an option on the only brewery in Port Arthur and will enlarge and improve it.

Winnipeg, Man.—The Crown Grain Co. incorporated, \$250,000 capital. Incorporators, Jas. A. Pease of Minneapolis, Sydenham P. Buchanan, John Geddes and Alfred S. White of Chicago, and F. H. Phippen of Winnipeg.

Fort William, Ont.—The 44 riveters employed on Eltrs. E and D quit work pending a readjustment of wages, but returned to work after nine days, when J. A. Macdonald arrived and met the men.

Montreal, Que.—The Canadian Pacific Ry. has been granted its application by the harbor commissioners for overhead carriers to its new eltr., thus doubling the grain handling capacity of the Montreal harbor.

As Canadian shippers are not likely to export more rye or peas this season from New York and Boston the Trunk Line Asso. has granted the request of the Toronto Grain Exchange to use the bins reserved for those grains for No. 3 extra barley and No. 2 mixed wheat.

Frank Fowler, secretary of the Northwest Grain Dealers Asso., has proposed a

meeting of representatives of the farmers and of the grain men to discuss the provisions of the grain act, so as to present to Parliament a set of recommendations that would be certain to be followed by the government.

Montreal, Que.—The Harbor Commissioners are learning that a modern elevator requires marine legs, conveyor galleries and dust collectors. The Steel Storage & Eltr. Construction Co., which is building the house for the Board, is calling its attention to these omissions in the specifications.

The grain men of Winnipeg are investigating the matter of organizing a mutual eltr. and flour mill insurance company. The mutual companies in these lines have been so very successful in the United States that it would seem practicable for them to copy closely the plan and policy of the old flour mill mutuals which have met with such unvarying success and succeeded in saving one-half the stock company rates to their policy holders.

Winnipeg, Man.—W. H. McWilliams of the Canadian Eltr. Co. estimates there is still 50 per cent of the wheat crop in farmers' hands in the Territories, while in Manitoba the farmers have probably sold 65 per cent of their crop. Country elevators are, generally speaking, full. More wheat has been shipped all rail from Manitoba for export, this winter, than ever before. It goes to West St. John at a rate of 20c per 100 lbs. The Canadian Eltr. Co. built 17 country eltrs. last season, and established 21 lumber yards. The company will build a large number of eltrs. the coming season, and will establish a lumber yard in connection with each.

## CHICAGO.

David H. Harris, who was recently married, is taking a trip to Mexico with his wife.

Frank Bunch has retired from the firm of Rumsey & Co., but will retain his connection with the house.

W. V. Baker and W. W. McCleary have posted their memberships in the Board of Trade for transfer.

The rebuilding of the eltr. of Eckhart & Swan, which was destroyed by fire, will begin soon. The eltr. will have a capacity of 100,000 bus.

The Pennsylvania lines have again given notice of an embargo on grain. The system was open only 3 days. Grain shippers are getting very tired.

Wm. Hale Low, a former active member of the Board of Trade, died at his home Feb. 24. Mr. Low was the founder of the firm of Low Bros. & Co.

Henry W. Farnum and John D. Seckel have organized the commission firm of Farnum & Seckel and will be ready for business April 1, in the Gaff Building.

Murry Nelson has sold his membership in the Board of Trade and retired to engage in other business. Mr. Shattuck has succeeded Mr. Nelson as pres. of the National Eltr. & Dock Co.

Richardson & Co. have secured the National Eltr. which has been operated for a number of years by Murry Nelson. The new owners will operate it as a

public house in addition to the Santa Fe Eltr.

C. H. Davis, who has been identified with the hay and feed trade for some time, has started the National Hay Journal, a live 8-page weekly, which he assures his readers shall be a "distinctive hay paper."

T. M. Baxter, who has been trading on the Board since 1877, has failed with liabilities estimated at \$5,000. Poor business and heavy expenses are said to have been the cause. Creditors have accepted a settlement of 25 per cent cash and 75 per cent in notes of 12, 18 and 24 months, with interest.

Clearing house totals hold up well notwithstanding the dullness on the Board of Trade caused by the car shortage. Manager Powell reports that the clearings during February were \$3,748,000, and the balances \$1,232,000; compared with \$4,133,000 of clearings and \$1,535,000 of balances in February, 1902.

Low grades of corn are coming on the Chicago market in large quantities. Under the pressure No. 4 is selling 10 cents under May No. 2. Shippers are depending on driers to make the damp grain available for long shipment. The Glucose Sugar Refining Co. is getting liberal supplies of soft corn.

More oats than all other grains together are stored in boats for the opening of navigation, because shippers have been unable to get cars. Instead of hedging by sales of May the grain has been sold for spring shipment. After chartering, some boats have been held at the elevators for weeks while shippers were hoping that cars would be furnished.

Wm. E. McHenry, formerly of McHenry, Rush & Co., has failed with liabilities placed at \$135,207. Some of the largest creditors are McHenry, Rush & Co., \$50,000; G. C. Eldredge & Co., \$23,856; Henry A. Towman, \$11,000; and the Corn Exchange Bank, \$9,000. Mr. McHenry has been accused of the larceny of \$200 intrusted to him for investment, but released on bonds, pending a hearing. Mr. McHenry says: "Serves me right for not having more sense than to attempt to trade for a woman."

Elevator men who have a cleaning house attachment say there is little margin of profit in making No. 2 corn out of No. 3. In buying the lower grades, say No. 4 corn, and drying and selling it for export as No. 3, the business is more profitable. The corn does not have to be dried as thoroughly, and the relative price of the No. 4 is so much lower that this, in addition to the labor saved, makes it a fairly remunerative business.

Some Chicago justices have queer conceptions of what constitutes an offense against the law. A special policeman of the Illinois Central caught a man on its tracks with a sack of barley. When the matter came before Justice Prindiville the policeman was fined \$5 and given a free lecture on the province and powers of special officers. When thieves are caught carrying away grain from cars of carriers it seems that the justices should have sufficient interest in the trade of the city to levy a heavy fine on the culprit instead of upon the arresting officer.

It is gratifying to know that the Chicago Junction Railway has recently caused the arrest of two boys, one fourteen, the other eighteen years old, for stealing grain from cars standing on its tracks. The older boy was fined \$15; the younger was discharged with a reprimand by Justice Underwood. The fact



that the railroads are making an effort to check the stealing of grain from cars is encouraging and it is to be hoped that the railroads will employ enough yard policemen to stop all stealing from grain cars and thus reduce the number of shortages.

By a vote of 554 to 231 the members of the Board of Trade sat down on the proposition to make No. 2 hard winter wheat deliverable on contracts. A circular favoring the change and issued by A. O. Slaughter, Jr., & Co., Nash-Wright Co., Rumsey & Co., J. Rosenbaum Grain Co., W. H. Merritt & Co., Pratt & Buckley, Bryant & Co., W. R. Mumford Co., Montague & Co., W. R. Linn gave the following reasons. "Because it sells, and has sold for three years past (except during the months immediately following harvest) without a contract to sustain it, on a parity, and frequently at a good premium over one of the two contract grades of wheat now deliverable. Because it is the wheat in greatest volume in the territory most naturally tributary and contiguous to this market. Because the foreigners, both on the continent and in the united kingdom, prefer it a great portion of the year—price being equal—to No. 2 red wheat, and frequently to the No. 1 northern spring. Germany, Holland, and Belgium, and likewise France buy liberally of it, and the foreign demand to-day is such that it is almost impossible to supply it, whereas No. 2 red winter is a drug on the market."

The proposition was vigorously opposed by William T. Baker, Hulburd, Warren & Co., R. D. Richardson, Carrington, Paten & Co., Wanzer & Co., and George S. McReynolds & Co., who issued a circular in reply headed, "Are We Ready to Commit Suicide?" "It goes without saying that a speculative market cannot exist without buyers, and if the proposed amendment is adopted we shall have no buyers of wheat except those who have previously sold it. All the speculative buying will be driven to Minneapolis, Duluth, or some other market having established grades of wheat such as are required by the consumptive trade of the world. No. 2 hard winter wheat is not such a grade. It is the easiest grade to manufacture, as it will stand an admixture of pretty nearly everything in the way of wheat which grows. You would invite just enough hard winter wheat to this market to enable the mixers to manufacture 'a stock to trade on.' It would be sure to be the lowest quality that would pass on that grade and something that no one would ever want. This mongrel grade would fix the price in this market, and if it did not drive away other and better grades of wheat, as it did in St. Louis and as it is doing in New York, it would enable the elevators to hold out and sell by sample all such wheat as there is a legitimate demand for."

## ILLINOIS.

Tabor, Ill.—Thos. Ryan will install a car loader.

Rock Falls, Ill.—M. C. Wharfield has reopened his eltr.

Mahomet, Ill.—The farmers are planning to build an eltr.

Benton, Ill.—J. Solomon Moore of C. Moore & Son is dead.

Kilbourne, Ill.—Edwin Blakeley has succeeded the firm of Boyle & Blakeley.

Onawa, Ill.—J. A. Gray will equip his new eltr. with 2 improved Hall Distributors.

Pekin, Ill.—The Turner-Hudnut Co. contemplates the erection of a large eltr.

this spring on a spur to be run from the Big Four.

Lee, Ill.—Have employed a man, as a result of ad. in the Journal.—M. P. Harris.

Ivesdale, Ill.—M. L. Delaney of Niantic has bot the eltr. of W. W. Porterfield for \$6,000.

Camargo, Ill.—Clyde Fread of Filson has taken charge of the eltr. he recently purchased.

Tampico, Ill.—Boyer Bros. have installed a 6 h. p. gasoline engine and again are receiving grain.

McCall, Ill.—Wm. P. Shertz will install an improved Hall Signaling Grain Distributor in his eltr.

Earlville, Ill.—The Atlas Grain Co. has let the contract to J. W. Stroup for the erection of a 30,000-bu. eltr.

Galesville, Ill.—The Galesville Grain Co. will erect a hominy plant, which will have a capacity of 10,000 bus.

Downs, Ill.—The Zorn Grain Co. will erect a 50,000-bu. eltr. at a cost of \$5,000. The old eltr. will be torn down.

Sidney, Ill.—The farmers have organized and \$2,200 has been subscribed for the erection of an eltr. at Sidney.

Malden, Ill.—Malden Eltr. Co. incorporated, \$3,500 capital. Incorporators, Frank Park, J. N. Gray and C. J. Pierce.

Paw Paw, Ill.—Warner & Guffin will double the capacity of their eltr., put in new machinery and lower the driveway.

West Brooklyn, Ill.—The Atlas Grain Co. is understood to contemplate rebuilding at once.—Warner & Guffin, Paw Paw.

La Salle, Ill.—The Illinois Valley Grain Dealers Asso. held a meeting Feb. 26, at the Wisconsin house. Hereafter it will meet quarterly.

Representative Nagel's bill requires that a telegram be delivered within one hour after it has been received at the receiving station.

Decatur, Ill.—The Decatur Eltr. Co. incorporated, \$20,000 capital. Incorporators, D. S. Shellabarger, B. G. Hudnut and Oscar N. East.

Wapella, Ill., Mar. 3.—We have had since Jan. 13, 3 cars. We could load at least 12 cars a day if we had them.—Thorpe, Scott & Co.

Sandoval, Ill.—Hogan Bros. Mill & Grain Co., incorporated, \$20,000 capital. Incorporators, John T. Hogan, Henry R. Hall and Chas. P. Burns.

Cissna Park, Ill.—S. M. Rose, E. Baumgartner and M. Weidner, grain dealers, went to Chicago recently to plead with the railroad officials for cars.

West Ridge, Ill.—J. C. Collins and Emery Smith have purchased for \$2,500 the eltr. from Glines & Co. The eltr. has not been in operation for several months.

Ottawa, Ill.—A meeting of grain dealers and others was held recently to request the Illinois & Michigan Canal Commissioners to open the canal as early as possible.

Mason City, Ill.—The Farmers Grain & Coal Co. received recently during 4 days, 526 loads of corn amounting to 28,930 bus., receiving in 1 day 184 loads or about 10,000 bus.

Deer Creek, Ill.—The Farmers Grain, Live Stock & Coal Asso. has purchased land and contemplates the erection of an eltr. this spring. G. A. Dorward is pres. and J. E. Garber sec'y.

Senator Pemberton has introduced a bill in the Illinois legislature allowing railroads to collect \$1 per day demurrage from shippers for each day's delay, after 48 hours, in loading or unloading.

Tabor, Ill., March 4.—Cars scarce; plenty of grain will be left in the coun-

try because of no cars to handle it. Some of the grain damaging now in eltrs. having been there so long.—J. T. Teal, mgr. Thos. Ryan.

Representative Boll has introduced in the Illinois house a bill to tax telegraph companies organized in other states, whose principal business is the collection and distribution of market quotations, 2 per cent of their gross receipts.

Notorious Nohe, of fire-escape fame, has another "strike bill" in the Illinois Legislature, to prohibit telegraph and telephone companies from conveying quotations or race results to bucket-shops or pool rooms. The bill has been recommended by the house committee.

Springfield, Ill.—The Railroad & Warehouse Commissioners on Feb. 23 heard the complaint of C. L. Aygarn, grain dealer at Pontiac, against the Illinois Central and the Wabash for alleged discrimination. It is alleged the roads refused to give Mr. Aygarn his quota of cars.

On account of the car shortage many Illinois grain dealers have been unable to take the corn and oats contracted for, and farmers are forced to wait still longer to make delivery, since they have to plow and plant at this time. Country bankers have been loaning to farmers who are unable to market crops.

El Paso, Ill.—One of the two eltrs. belonging to Fred L. Larison burned Feb. 21. Loss \$3,000, insurance \$3,000 on the building and \$1,000 on the grain. This eltr. was built about 30 years ago and lately has been used for storage only, having had but a few hundred bus. in it at the time of the fire. It will not be rebuilt.

The Illinois Railroad & Warehouse Commissioners decided, Mar. 5, not to establish a grade of kiln dried corn. The commissioners believe that the inspectors will safeguard the interests of the buyer of contract corn by throwing out any sample that has been poorly handled in the kiln, and will make no change in the corn grades unless better reasons are advanced therefor than were presented at the hearing.

Civil service administration of the state grain inspection department is the crying need of the day. Grain dealers and farmers, irrespective of party, are directly interested in the passage of house bill No. 1, now before the legislature, placing inspection under civil service. Every dealer should co-operate with the Illinois Grain Dealers Asso. by writing his representatives and senator urgently requesting them to support this bill.

Princeton, Ill.—Judge Brown on Mar. 7 found the Weare Commission Co. guilty of taking deals where there was no intention to deliver. This decision is contrary to all previous decisions. The evidence showed that the intention not to deliver was all on the part of the customer, and that the trades were handled by the Weare Co. in exactly the same manner as are the orders of all members of the Chicago Board of Trade. The judge evidently is not posted on the grain trade.

In the amendment introduced into the Illinois Senate by Mr. Farnum, the maximum charge for storage and handling of grain in warehouses of class "A", including the cost of receiving and delivering, is placed at 1-8 of 1 per cent per bu. for the first 15 days, or part thereof, and 1-16 of 1 per cent for each 5 days, or part thereof, after the first 5 days. If damp or liability of early damage is indicated at time of inspection, the storage may be 1-4 of a cent per bu. for



the first 10 days, and for each additional 5 days, or part thereof, the charge is not to exceed 1-16 of 1 per cent per bu.

The rumor that a bill would soon be introduced in the state legislature requiring every corporation to report annually to the Hon. Secretary of State whether it does business on borrowed capital or not seems to have been premature. The charge of \$1 for filing, which evidently was the real purpose of the move, is to be attained by requiring every corporation to make semi-annual reports hereafter. How long will four filing fees satisfy the hungry horde of grafters? If any legislator dares to suggest that all reports from corporations be consolidated in one annual report and filed for a fee of 50 cents he shall be boiled in oil.

During the palmy days of the grange, away back in the 70's, nearly every town had a grange elevator and sometimes a store. Co-operation was the demand of the times and a large number of farmers took stock. The usual thing happened. The men who got themselves elected managers on a salary prospered, but the stockholders lost money. Many of the managers proved to be dishonest, a larger number were incapable and when one did develop ability others could afford to pay him a larger salary, and he left. There is something fascinating in the idea of co-operation, but, unfortunately, all men are not alike, and so the diversity of ideas and tastes can never be harmonized.—Kankakee Times.

## INDIANA.

Gessie, Ind.—A 50,000-bu. eltr. is to be erected by an eastern syndicate.

Daleville, Ind.—J. P. Shoemaker will make extensive improvements on his eltr.

The bill creating a railroad commission for Indiana has failed to pass the senate.

Crawfordsville, Ind.—M. J. Lee will improve the facilities of his plant at Redmon, Ill.

Avilla, Ind.—There is talk of an eltr. and mill being built.—Campbell & Co., Kendallville.

Ossian, Ind., March 2.—Wheat looking fine; prospects good for large yield.—Beaty & Doan.

Yeddo, Ind.—John Reichards is a farmer with a small eltr. on his farm, and annoys the regular dealers.

Kitchel, Ind.—The Kitchel Eltr. Co. is erecting a lumber shed in connection with its eltr. plant.—W. C. Hart, sec'y.

Cambridge City, Ind.—The grain dealers of this vicinity will hold a meeting Mar. 12, and a large attendance is expected.

Flora, Ind.—S. W. Smelcer, formerly in the grain business at Flora and Royal Center, is engaged in the lumber business at Brighthurst.

Hazlerigg, Ind.—Morrison & Finch, formerly of Lebanon, will build an eltr. and expect to commence business within the next 3 months.

Orestes, Ind.—The only dealer entitled to receive grain bids is Chas. F. Lambert, who succeeded I. Robinson last fall. The latter is a farmer.

The railroad situation was the principal topic of discussion at the meeting of the Central Division of the Indiana Grain Dealers Asso. at Marion, Mar. 3.

Every dealer in central Indiana should endeavor to attend the meeting of the Central Division of the Indiana Grain Dealers Asso. at Wabash, Apr. 7.

The many friends of Secretary Sampson of the Ind. Grain Dealers Asso. will be grieved to learn of the death of his

son, Bradley, on Sunday evening, Feb. 28, at Indianapolis.

Peru, Ind.—J. A. Neal & Co. are putting in a new steam engine and making other improvements in their eltr., which when completed will be up-to-date.

Cicero, Ind.—Frank Mabbitt has succeeded H. M. Stehman, who will engage in other business. This is first venture of Mr. Mabbitt in the grain business.

Ash Grove, Ind.—The Sloan Grain Co. has been receiving bids, but being no longer located at Ash Grove, has had them turned over to J. R. McAfee. Both are scoop shovel shippers.

Elkhart, Ind.—A stockholder of the Fulkerson Mill & Eltr. Co. has filed an application for a receiver for the company, alleging that the assets will soon be wasted if the plant is not sold.

Oxford, Ind.—If I should be looking up an eltr. property I surely would advertise in the Journal, as I consider it one of the most successful ways of finding a location.—V. L. Anderson of Risser & Anderson.

The amendment to the landlords' lien bill, desired by the grain dealers, failed. Representative Branch has introduced a bill identical with the Iowa law, but its chances for passage are slight, the time for action being short.

Indianapolis, Ind.—The many friends of R. S. Foster, the veteran grain dealer, will regret to learn that he has died of pneumonia. General Foster made a brilliant record in the army, where he rose during the civil war, from the ranks to major general.

The grain men have succeeded in defeating the amendment to the mutual insurance bill, requiring \$75,000, and have had it altered to the original \$25,000 in the senate. Owners of property of all kinds in Indiana should support house bill 174 granting mutual companies of other states the right to do business in Indiana under the same conditions that other states permit Indiana companies to come in.

The Indiana legislature has passed house bill No. 361, to amend the landlords' lien law to read as follows: If any tenant of farm lands shall, with intent to defraud, sell, conceal or in any manner dispose of any grain, or other products thereof upon which there is a landlord's lien for unpaid rent, without the written consent of the landlord, he shall be guilty of petit larceny and punished accordingly. Section 2. The payment of the rent for the lands upon which such grain or other products were raised at or before the time falls due shall be a bar to any prosecution under section 1, and no prosecution shall be commenced until such rent be wholly due.

If farmers do not raise yellow corn and white oats in your section this year it will be largely the fault of the elevator men. When you get good white oats fit for seed, run them in a special bin and save them for your farmers. Yellow corn the same way, and sell or exchange this grain with the farmers on such terms that they will know you are in earnest and not advising this for any personal gain at present. Get them to change seed if only from one neighborhood to another, and the result will surprise some who have sown oats and planted corn year in and year out, virtually raised on the same ground. The elevator people want the kind of grain that will bring the most money, and the dealer who is so unfortunate as to be in a section where mixed oats and corn is raised will not be

on a bed of roses, for his farmers will not be satisfied if his prices are below his neighbors. Yellow corn for interior is now bringing 1c per bushel more than mixed or white corn and it is hard to convince the farmers that it is not worth as much as all yellow.—E. A. Grubbs Grain Co.

## IOWA.

Correctionville, Ia.—The Sioux Valley Milling Co. will erect an eltr.

Garden City, Ia.—The farmers' eltr. is going to make a change in its agent.

Libertyville, Ia.—Frank Hurst has bot the grain business of Mason Clinkenbeard.

Manchester, Ia., March 3.—Plenty of good hay for sale in this section, also straw.—Turner & Fraser.

Ames, Ia.—The B. A. Lockwood Grain Co. will rebuild its eltr. this spring, the estimated cost of which will be \$20,000.

Carroll, Ia.—E. M. Parsons has purchased Nutter's old eltr. and is having it removed to the site of warehouse which was burned.

Toledo, Ia., Mar. 2.—Small grain about all in; corn of very poor quality. Not much business in sight until new crop.—W. B. Mitchell.

Minburn, Ia.—L. J. Kaiser has bot the grain and coal business of H. Wetzel & Co., who are going into the receiving business at some eastern terminal point.

The so-called "Randolph Seed Co." of Randolph, Ia., "H. Crocker, manager," and "Harry Crocker, trav. salesman," has no eltr. and is not a regular grain dealer.

Garden City, Ia., Mar. 6.—Not much grain moving at this writing, owing to bad roads. About 40 per cent of last year's grain is still in the hands of the farmers.—Peter Eide.

Stacyville, Ia.—The eltr. of the Western Eltr. Co. burned, with about 15,000 bus. of oats and timothy. Loss, \$8,000, covered by insurance. The company will rebuild at once.

Washington, Ia.—H. A. Baxter of New Hartford has purchased the plant of Samson & Livingston, and will take possession April 1. Mr. Samson will remain for some time to assist the new owner.

Wellsburg, Ia.—J. J. Peters has purchased land and will erect an eltr. The B., C. R. & N. Ry. does not own the right of way at this point and as the seller held out an 8-foot strip along the track, Mr. Peters will have to run a spur diagonally across the street and enter his land behind this strip.

Correctionville, Ia., Mar. 5.—Oats were good this last season; wheat and corn only fair, some frosted and a little under weight. Expect better grain trade next season, because all small feeders lost money this year, which will cause them to sell their grain another season.—T. S. Cathcart & Son.

The Grain Dealers Union of Southwest Iowa and Northwestern Missouri has made a gain in memberships the past year that is very flattering to its officers, and augurs well for the extension of its work further into Missouri. During the year one member was suspended, and 7 withdrew. As 60 new members joined there is a net gain of 52, bringing the total membership on Mar. 1 up to 142.

Ft. Dodge, Ia.—The Great Western Cereal Co. has let the contract for its new eltr. which will replace the one burned about 2 months ago. The eltr. will have a capacity of 300,000 bus. and be able to handle 80 cars of oats daily. A 250 h. p. boiler will be installed and the machinery in the main mill will be



enlarged, nearly doubling the capacity of the mill. The mill and eltr. will be equipped with sprinkler system for fire protection.

### KANSAS.

Caney, Kan.—J. A. Roth is a scooper.  
Freeport, Kan.—G. A. Adams has no elevator.

Harper, Kan.—Scoop shovel shippers are Cole Bros.

Republic, Kan.—W. H. Brockman has removed to Goffs.

Atchison, Kan.—Cattle cars loaded with corn are arriving every day.

Wetmore, Kan.—Wm. Reckaway and John Bristow have succeeded M. Worthy.

Hays, Kan.—C. M. Cox & Son have no elevator, only a scoop shovel house.

Waggener's bill to repeal the bucket-shop law has been killed by the Kansas house.

Blue Mound, Kan.—Neither W. H. Bayless or Stephen Balyeat are regular grain shippers.

Thayer, Kan.—C. E. Evans, a friend of the scoop, is making some trouble for the regular dealers.

Garden Plaine, Kan.—J. Kiefner, Jr., sold his elevator some time ago and took up the scoop business.

Atchison, Kan.—F. P. Lint has been called to the bedside of his sister, who is seriously ill in Indiana.

Burton, Kan.—Chas. Gorwin and the Burton Grain Co. are the regular dealers. Shive & Moore are scoopers.

Lebanon, Kan.—W. J. Wagner has sold his interest in the grain business and will engage in another enterprise.

Ness City, Kan., Mar. 4.—We have had very heavy snows; wheat is in fine condition.—J. R. Lee, agt. Moses Bros. Grain Co.

Atchison, Kan.—The Atchison Oatmeal & Cereal Co. is fitting up the old Santa Fe Eltr. as a cereal plant. Robert S. Culbertson is in charge.

Parsons, Kan.—Earl Limbocker, grain buyer for the Galveston Grain Co., was married Mar. 4 to Miss Bessie Armstrong, of Mound Valley.

No reason why the regular grain dealers of Kansas should not have as large and strong an asso. as have the dealers of Iowa, Neb. and Okla.

Pawnee Rock, Kan.—The eltr. of the Rock Grain Co. with several thousand bus. of wheat burned Mar. 2. Loss over \$10,000, partially covered by insurance.

Salina, Kan.—The A. M. McDermott Commission Co. and the Johnson-Mead Commission Co. are charged by the county attorney with violating the anti-bucket-shop law.

Atchison, Kan.—Cars are scarce and hard to get. Corn along the Mo. Pac. is in good condition; not over one-half of the last crop has left farmers' hands.—F. P. Lint.

Talmage, Kan.—J. E. Wallace buys grain from the farmers in small quantities. When he gets a car he ships. W. D. Fulton is the only regular shipper with elevator and other facilities.

Wichita, Kan.—The movement to organize a Southern Kansas Grain Dealers Asso. has not yet taken the form of a general meeting, but one is likely to be called next month.—A. W. M.

The unnecessary Godschalk bill to forbid grain dealers to agree on prices or to divide territory has been recommended for passage by the house committee. The bill is harmless. It will enable Godschalk to curry favor with farmer constituents.

Chetopa, Kan.—J. B. Shields, a lumber dealer, tries to increase his profit by

buying and selling oats, but he has no facilities. Both he and W. F. McAleer, who runs a feed mill and dabbles in shelled corn, haul the grain to the cars in wagons.

A bill introduced in the Kansas legislature makes it obligatory on every township to exterminate prairie dogs. The cost is provided for by a special tax of 50 cents per \$100. Any plan that will rid the grain fields of this pest will be welcomed by the farmers in the western part of the state.

Woodston, Kan.—The Woodston Mercantile Co. do a shipping business for the farmers. Any farmer may go there and see the card bids and know just what the market is. They do some buying but do not try to make more than a cent per bushel net. Rather hard people for the regular dealers to compete with.

Topeka, Kan.—Our program will be much shorter this year than usual, as more of our time will be taken up in discussion of live subjects than in reading papers. Present indications are that we will have a large attendance at this meeting and have reason to believe that we will have a profitable and interesting meeting.—E. J. Smiley, sec'y Kansas Grain Dealers Asso.

Scandia, Kan.—A serious accident happened to the eltr. of J. W. Penny Feb. 27. The scale hopper gave way under 57,000 pounds of corn and fell into the pit below, driving one of the scale beams thru a heavy door. One of the windows was blown across the railroad track. The accident was caused by defective castings in the scales, the contractor having protested, it is said, when asked to install them. No one was injured, altho the last man to leave the eltr. was only 100 feet away at the time of the crash.

Wichita, Kan.—The new Board of Trade took possession of its quarters Mar. 2. Applications for membership are being received from grain dealers in Oklahoma and western Kansas, and Secretary David Heenan finds the work growing so rapidly that he will have to resign the office to give proper attention to the business of the Nevling Eltr. Co. Option quotations from other markets will be received by wire as a guide to members in cash transactions, which will be the principal business of the Board. Millers are expected to patronize the sample market liberally.

Latham, Kan.—Three farmers came near losing a car of wheat entrusted to a scoop-shovel man named J. F. Hawley. The scoop shovel operator gave the farmers worthless checks and left for parts unknown with the B-L in his possession. When the shark failed to return the farmers wired the bank at Wichita, and were informed that the checks could not be honored. It happened that the railroad company had not yet moved the car, so the farmers got an attachment and unloaded the grain. Farmers at Atlanta are said to have been swindled by the same game and hereafter will give these irresponsible grain buyers a wide berth, being content to sell to the regular dealer.

The movement of the Kansas City, Kan., Mercantile Club to organize a corn exchange may merit commendation, but it does not seem probable that, even tho the grain dealers of the West may admire the promoters for their push and enterprise, they will be likely to send their grain and option orders to a small, weak exchange when a well-organized, strong association like the Kansas City Board of Trade is three miles away. If Kansas City, Kan., has a number of grain commission men who excel the Kansas City,

Mo., grain commission men in honesty, carefulness and shrewdness, then let them join the Kansas City Board of Trade, as there they can represent their country friends to better advantage than in an embryotic exchange on the Kansas side of the line. Two exchanges in close proximity to each other could not expect to thrive, and surely the Corn Exchange could not hope to drive out the Board of Trade.

The Mercantile Club of Kansas City, Kan., has invited the Kansas Grain Dealers Association to hold its annual meeting in Kansas City, Kan., the purpose being to boost the Corn Exchange recently organized in that city and to obtain new members. It would seem a good time for the association to join hands with the excellent staff of officers of the Kansas City Board of Trade and help to work out the reforms needed to make that market the best in the country. Honest petitions, as is shown by recent action of the exchange, are sure to be granted and needed reforms effected. A successful exchange cannot be hoped for at Kansas City, Kan., and the only thing to be gained by the Grain Dealers Association accepting the invitation of the Mercantile Club would be to knock the Kansas City Board of Trade. The members are not anxious to buy certificates of membership in the Corn Exchange and much more is to be gained by harmonious co-operation with the Board of Trade.

Marysville, Kan., Mar. 2.—The grain situation in Kansas is in relative chaos because of the lack of transportation facilities. It is next to impossible to secure cars, and grain buyers are rather chary about buying grain until the transportation situation is relieved. The prevailing price paid for corn there now is 31 cents for white and 31½ cents for mixed corn. The grain men in southeastern Nebraska and northeastern Kansas are deeply interested in the strike situation at Omaha. They are apprehensive that it will further complicate the transportation question, and defer the longed for relief indefinitely, possibly until seeding time, which will further delay grain shipments because of the busy farming season then to ensue and the indisposition of the farmers to haul their grain.—W. F. McLaughlin, agt. Peavey Grain Co.

Station agents of Kansas, or any other state, who attempt to assist in undermining, injuring or reducing the business of the regular shippers at their stations are very likely to get their walking papers as soon as the officials at headquarters learn of their actions. One Kansas City firm, which was very short of business, attempted to get business thru this channel by sending letters to station agents in which it said, "Aside from your regular shippers there are, in all probability, a great many farmers in your locality who would ship their own stuff if they knew of some reliable concern to handle it for them. You might speak to them about us quietly; give us their names and we will write them not mentioning your name so that it will not incur for you the enmity of the local buyers and we would still get the business. Send us the names of your people at once and let us know what they have to ship. We have no doubt but what through our correspondence and your quiet efforts in our behalf we can get ten to fifteen cars a month from your station. If this is possible it would net you \$25 or \$30 a month." The Kansas City Board of Trade did not approve of this method of circumventing the regular



shippers, so its member who helped this scheme was fined \$100 and quit the game.

### MARYLAND

Baltimore, Md.—Arthur F. Spice, mgr. of the Canton Export Co., has returned from his southern trip looking much improved in health.

Baltimore, Md.—Aaron Lewis, a member of the Chamber of Commerce and a well-known grain commission man, died Feb. 21, aged 66 years.

Baltimore, Md.—Thos. H. Botts has been elected chairman of the committee on commission rules and Chas. H. Gibbs has succeeded Frederick Megenhardt as chairman of the buckwheat committee.

Baltimore, Wis.—Thos. Leishear & Co., formed by Thos. Leishear and Wm. Rodgers, have succeeded Leishear, Boyd & Co. E. O. Boyd will conduct business for himself under the name of E. O. Boyd & Co.

### MICHIGAN.

East Jordan, Mich.—E. N. Enos of Charlevoix will erect an eltr. and mill at a cost of \$35,000.

Holland, Mich.—The Walsh-DeRoo Milling Co. has increased its capital to \$250,000 and will manufacture cereal food.

Bad Axe, Mich., Mar. 2.—The growing crop of wheat has every chance so far of becoming a nice berry, a small acreage compared with last season.—O. W. Loeffler.

Detroit, Mich.—Theodore Knight has withdrawn from the firm of H. E. Botsford & Co. The business will be carried on by H. E. Botsford, who has assumed all accounts. The firm has recently moved into more commodious quarters at 928-9 Chamber of Commerce.

### MINNEAPOLIS

The C., M. & St. P. R. R. has placed an embargo on shipments of flour in its own cars to points east.

The Chamber of Commerce votes Mar. 10 on a proposition to increase the transfer fee on memberships from \$15 to \$50.

Chas. B. Pierce of Chicago, and H. S. Lewis of Minneapolis have applied for membership in the Chamber of Commerce.

The Chamber of Commerce has passed a new rule giving out of town members a reduction to ½ the regular rate of commission on all sales.

C. N. McDonald, agent for Geo. W. Van Dusen & Co. at Walnut Grove, has succeeded A. Evans in the inspection department.—Swaffer & McDonald, Walnut Grove.

The officers of the Calumet Grain Co., which is erecting a steel eltr., are J. A. Pease, pres., S. P. Buchanan, vice-pres., E. M. Markwald, treas., and J. J. Hiddleston, sec'y.

George J. Hammond, pres. of the Coe Commission Co., alleged bucket shop, has been arrested on a charge of swindling and embezzlement in Chicago in 1899, and has been taken there for trial.

Memberships in the Chamber of Commerce are selling at \$3.95. Parker Harding of Woodworth & Co. bid \$4,000 for a single membership. Later the same day Chas. J. Blythin of the Barber Milling Co. bid \$5,000 for a block of 15.

Judge Holt at Minneapolis has decided that under the Minnesota law one who enters a contract to buy grain, with no intention that there shall be a delivery, does not commit an offense against any

ordinance or statute of the state, although the contract cannot be enforced. Under this ruling the court discharged Geo. J. Hammond, alleged bucket-shop operator, who was charged with conducting a gambling house.

J. R. Marfield, pres. of the Brooks-Griffith Co., has purchased the line of eltrs. of the Independent Eltr. Co., consisting of 21 eltrs. with a capacity of over 600,000 bus. and valued at \$100,000. A new company will be organized of which Mr. Marfield will be the pres. Of the eltrs., 16 are on the line of the Great Northern and 5 on the Northern Pacific. W. J. Bettingen, head of the Independent Eltr. Co. will devote all this time to his grain interests in Manitoba.

Henry Miller, pres. of the Miller Eltr. Co., and a well known member of the Chamber of Commerce, died of pneumonia, Feb. 26. Mr. Miller was for many years in the milling business. After 2 years with Ames & Goodrich in the grain business at La Crosse, he started on his own account at Rochester, Minn., in 1864, and afterwards formed a partnership as Kellogg & Miller of La Crosse, to buy grain along the Winona & St. Peter and C. M. & St. P. railroads. With the organization of the firm, Kellogg, Lang & Miller, the latter removed to Minneapolis, where he has resided since 1882. His next connection was with S. Strong, in the firm of Strong & Miller, which was dissolved in 1896 when the present company was formed. Mr. Miller was highly esteemed by a very large circle of friends for his admirable qualities of mind and heart. He had an engaging manner and was very conscientious in his dealings.

### MINNESOTA.

Hastings, Minn.—The farmers are organizing an eltr. company.

Org, Minn.—Hubbard & Palmer have closed their eltr. for the season.

Georgeville, Minn.—Osborn & McMillan have closed their house for the season.

Clarissa, Minn.—W. S. Amsden, of Minneapolis, has bot the eltr. of Thos. Heid.

Duluth, Minn.—F. W. Partridge, formerly connected with the grain trade, is dead.

Lake Henry, Minn.—It is reported that J. Hogan & Son will remove their eltr. to Lintonville.

A bill to enforce the old maximum freight rate law has been introduced in the Minnesota legislature.

Crookston, Minn.—The Crookston Milling Co. has been organized and will erect a \$30,000 mill and a large eltr.

S. F. No. 314, by Senator Eberhardt is a bill to prevent fraud in the manufacture and sale of ground grain and meal.

Bingham Lake, Minn.—St. John Bros. have closed their eltr. for the season on account of too light receipts.—O. F. Johnson.

Kenyon, Minn.—The Iowa Grain Co. has bot the warehouse and machinery belonging to the St. Paul & Kansas City Grain Co.

Lintonville, Minn.—The Atlantic Eltr. Co. is planning to install an engine and do away with horse power, if the 1903 crop looks promising.

Red Wing, Minn.—The linseed oil mill begun operation Mar. 4. It has 3 presses and a capacity of 500 bus. a day, the output being 25 barrels.

Org, Minn.—The Devereux Eltr. Co. has bot the plant of the New Richmond Roller Mill Co. O. Warren of Elkhorn, Neb., will have charge.

Currie, Minn.—F. H. Millard is one of the promoters of a stock company which is being organized to build a line of eltrs. in province of Alberta.

The bill prohibiting railroads from advancing rates without first having the approval of the state railroad commission has been revived in the Minnesota house.

Companies operating private cars are hit by a bill introduced in the Minnesota legislature by S. A. Nelson. Their cars will be assessed for taxation at the average rate in the state.

Duluth, Minn.—The Pioneer Steel Eltr. Co. is planning the erection of a steel eltr. It is expected that the new plant will be operated by electricity from water power developed by the St. Louis river.

New Prague, Minn.—The Century Eltr. Co. incorporated; \$200,000 capital. Directors: F. A. Bean, Sr., F. A. Bean, Jr., and W. L. Harvey of New Prague; W. S. Turner of Blue Earth and C. F. Pride of Wells.

The Minnesota Railroad & Warehouse Commission has filed a complaint against the Chamber of Commerce that the law requiring name of buyer and hour of sale to be reported to customers is being ignored by the commission merchants.

Interest on the Minnesota state grain inspection fund is to be retained by that fund instead of being turned into the state fund, as at present. The bill was introduced in the legislature by Senator Stevens. Interest amounts to \$2,000.

Senator Gjertsen's bucket-shop bill in the Minnesota legislature has been delayed by postponement for consideration at the same time that Senator Torson's bill making quotations public property is taken up. The judiciary committee has recommended Gjertsen's bill for passage.

Lintonville, Minn., Mar. 5.—The outlook for condition of soil is good in this vicinity; about 15 inches of snow on the level will insure good moisture. According to reports by farmers at this date, about 20 per cent more flax will be sown for 1903 crop than for 1902, and less wheat.—J. W. Feddema.

Winnebago City, Minn.—Hubbard & Palmer have secured their insurance and sold the grain to Griggs Bros. of Minneapolis for \$2,500, and a force of men are now at work shipping the grain and clearing away the debris. Thos. Myre, the local mgr., says the company expects to begin the erection of a new 50,000-bu. eltr. soon.

Beltrami, Minn.—Suit has been begun against the directors of the Beltrami Farmers Eltr. Co. to restrain them from selling the plant to the Imperial Eltr. Co. Several of the stockholders have brought the suit claiming that the directors had no right to sell without authority. The transfer was to have been made for a \$6,000 consideration.

### MISSOURI.

Mt. Vernon, Mo.—J. A. Miller will build a 50,000-bu. eltr. on the new line of the Missouri Pacific thru Lawrence county.

Kansas City, Mo.—P. E. Burroughs has the deepest sympathy of the grain trade in the death of his wife, who was killed in a runaway.

Purdy, Mo.—The wheat growers who market their wheat at this point have organized with a capital of \$2,500 and will build an eltr.

Watson, Mo.—Bayless & Bayless, who are repairing their eltr., will put in an Improved Hall Distributor and with the new ear corn attachment.

Kansas City, Mo.—The Thayer-Mere-



dith Commission Co. has been organized by Chas. E. Thayer and H. R. Meredith, with office at 324 Exchange Building.

St. Louis, Mo.—W. W. Powell, mgr. of the receiving department of Sherry-Bacon Grain Co., had his wrist broken and an artery injured recently by a fall.

Kansas City, Mo.—Several grain firms are contemplating removal to nearby buildings, because of the advance in rents which goes into effect July 1, in the Board of Trade building.

St. Louis, Mo.—Wm. A. Gardner, of the firm of Cobb & Gardner and vice-pres. of the Merchants Exchange, is mentioned as a Democratic candidate for the city council.

Kansas City, Mo.—The Chicago, Milwaukee & St. Paul Ry. will erect a 200,000-bu. steel tank eltr. at a cost of \$100,000. It is understood that the Simonds-Shields Grain Co. will operate the eltr.

A bill has been introduced in the Missouri legislature giving the railroad and warehouse commission power to regulate rates on all classes of freight, and making it the duty of the attorney general to prosecute violation of same.

Miami, Mo., March 5.—Our crops are all right as far as we know; during our zero weather wheat was protected by snow, but it was exposed to a great deal of thawing and freezing, which we fear has injured it.—Ruxton & Co.

A bill has been introduced in the Missouri legislature, as a result of the committee investigation of the "get-rich-quick" concerns of St. Louis, which affects only grain companies and which will drive the spurious grain concerns out of business.

St. Louis, Mo.—The steamboat Belle of Calhoun left her dock Mar. 3, with 25,000 bus. of wheat consigned to the Liberty Mills of Nashville. The cargo will be discharged at the incline of the Ryman Warehouse & Eltr. Co. and be delivered by the Nashville terminals.

Kansas City, Mo.—The Wayland-Wright Grain Co. has asked the circuit court to compel the Missouri Pacific to deliver 2 cars of grain to Jackson, Miss., at the published rate of 20 cents per 100 pounds, claiming that the railroad has refused to take the grain at that rate and alleging that the line is discriminating against it and other firms.

Kansas City, Mo.—Every few years there is a wave of organizing boards of trade in the smaller towns. I hear that St. Joseph and Omaha have taken up the fad. Of course Kansas City, Kan., has to get into the procession. How could a market exist in Kansas City, Kan., without ample banking facilities? There are no big banks over there. Even if Argentine and Rosedale shall essay to compete with Kansas City the grain will continue to move to the market that pays the top price.—B. C. Christopher, pres. Board of Trade.

St. Joseph, Mo.—At a meeting of the new Board of Trade the following 25 members were chosen from 36 applicants, increasing the membership to the limit: A. M. Harroun, Chicago; S. M. Bird and A. L. Harroun, Kansas City; John Donovan, Jr., J. O. Barkley, R. F. Atwood, E. D. McAllister, J. D. Preston, Henry Krug, Jr., S. M. Adsit, B. L. Penney, Nelson Chesney, W. A. Warren, W. A. Mesner, Elliot Marshall, R. A. Brown, B. R. D. Lacy, N. H. King, W. A. Evans, E. H. Zimmerman, T. J. Berry, J. M. Norton, E. J. Maxwell, T. L. Atkins and C. A. Cole.

Kansas City, Mo.—The official weight bureau of the Kansas City Board of Trade received 569 shortage complaints

between Nov. 13, 1901, and Dec. 1, 1902. Of the cars complained of 33 arrived with seals broken, 57 with leaks, and 51 of the complaints were adjusted. Mr. Goodwin's bureau handled 46,395 cars in and 25,446 cars out. Of the 71,841 cars, 60,035 were inspected and 46,395 unloaded and weighed by the bureau, operating at 45 eltrs. and team tracks in Kansas City. A very large number of cars arrived in bad order; 4,600 were decrepit, 195 had end windows open, 1,561 had leaky grain doors, 1,282 had seals broken and 59 cars had been robbed.

## NEBRASKA.

Humphrey, Neb.—The Omaha Eltr. Co. will install a Hall Distributor in the eltr. Omaha, Neb., Feb. 26.—Hot corn is being received from country houses.—Udpike Grain Co.

A car of corn that left Stanton, Neb., Dec. 23 arrived at Chicago Mar. 2, taking 60 days where 3 were enough.

Plainview, Neb.—Corell Bros. contemplate enlarging their grain house and changing from steam to gasoline power.

Louisville, Neb.—C. A. Richie has solved the problem of "no cars." He is shipping his grain in sacks and using cattle cars, boarded up.

Arlington, Neb.—The Nye-Schneider-Fowler Co. has bot the old farmers' eltr. and will consolidate it with its present plant, doubling the capacity.

David City, Neb.—Mrs. Lena M. Lillie has been found guilty of the murder of her husband, Harvey Lillie, who was local mgr. for Nye-Schneider-Fowler Co. It was testified at the trial that Mrs. Lillie was a steady patron of bucket shops.

## NEW ENGLAND.

Claremont, N. H.—The Thresher-Perry Grain Co. incorporated, \$6,000 capital.

East Deerfield, Mass.—The grain eltr. belonging to the S. S. Sprague Co. of Providence, R. I., burned. Loss \$50,000, no insurance. The plant had stood idle 5 years.

## NEW YORK.

Dobbs Ferry, N. Y.—The N. Lawrence Co. will install a new boiler in its eltr.

Buffalo, N. Y.—The Merchants Exchange new canal committee of 50 has organized with Geo. Clinton as chairman.

Assemblyman Remsen's bill against bucket-shops has been made more drastic. The crime is made a felony instead of a misdemeanor.

Buffalo, N. Y.—The building used by Albert Johns for storage and as drying house for damaged grain, was damaged by fire Feb. 20. Loss about \$5,000.

Albany, N. Y.—State Engineer Bond has submitted a revised estimate of \$100,562,993 for the cost of the proposed 1,000-ton barge canal, including the Champlain Canal.

New York.—Cary W. Moore, a member of the Produce Exchange and the Chicago Board of Trade, has become local mgr. for the Calumet Grain & Eltr. Co., of Chicago.

Buffalo, N. Y.—The Mutual Eltr. Co. incorporated, \$60,000 capital. The directors are, Henry W. Sprague of Buffalo, Wm. B. Anderson, O. S. Seymour, T. Parson and Philip Huetwohl of New York.

Buffalo, N. Y.—Judge Hazel of the Federal Court has ordered the Consolidated Stock Exchange to show cause why it should not be restrained from using or distributing the continuous market quotations of the Chicago Board of Trade.

A commission of 3 to inquire whether the Federal government will undertake the construction of a deep waterway between Lake Erie and the Hudson River is provided for in a bill introduced in the New York legislature by Senator Lewis.

Buffalo, N. Y.—The Buffalo Grain Co. organized, with \$25,000 capital. The officers are: J. M. Jenks of the Nye & Jenks Grain Co., pres.; Jas. G. Martin of the Northern Grain Co., vice-pres., and H. C. Harrison of Buffalo, sec'y and treas. and who will also have charge of the business at Buffalo.

New York, N. Y.—Having failed to remove the railroad discrimination against New York by methods followed during the past the Produce Exchange has concluded to adopt a more vigorous policy. A traffic bureau is to be established, with a good railroad man in charge, who will be assisted by a legal department that will go into the courts. The Exchange will no longer submit to having its reasonable requests for fair treatment ignored.

Assemblyman Weber introduced a bill in the New York assembly, Feb. 27, limiting the charge for the use of the steam shovel at eltrs. to 50 cents per 1,000 bus. The present charge is \$2.50. Mr. Weber says: My bill affects every section of the State, but particularly Buffalo. The charges for the use of steam shovels in elevating grain there are so high a great deal of grain which should come to Buffalo and down through this State is being sent to the Atlantic seaboard by other routes.

Buffalo, N. Y.—The annual dinner of the grain men Feb. 23 took the form of a Washington's birthday celebration. It was a brilliant success. The speeches were brief. F. Howard Mason, secretary of the Merchants Exchange, urged the co-operation of the trade for the abolition of the bucket-shops. H. G. Anderson advocated closer trade relations with Canada. Frederick Truscott pointed out the advantages that are bound to come from meetings at the banquet table. Music was furnished; and the amusement committee, composed of C. F. Rockwell, Geo. H. Gisell and Chas. Eckstein, had done its work well.

## BUFFALO LETTER.

The amount of grain inspected by Chief Grain Inspector Shanahan during February was 2,177 cars out of elevator and 927 cars on track. This latter business is light, but is increasing. The new weighing department for track grain appears to be making a good record, as it was expected to do.

The trading in options on 'Change is still almost entirely confined to May corn, in which the ventures are large and steadily increasing for some weeks. The clearings for a single day this week were 850,000 bushels.

A Buffalo grain man has the tip that the new track transfer eltr. on the Black Rock side of the city, for the use of the Canadian roads, will be under construction inside of a week, but he is not permitted to say who is going to build it. There seems to be need of it.

Prospect is for a continuation of the harbor eltr. pool, but nothing has really been done about it yet. Though most of the rail and shippers eltrs. are indifferent to a pool there is a saving in keeping the accounts together and generally better service.

George E. Marcy, manager of the grain business of the Armour Grain Co., was in Buffalo this week, where he met H. P. Mullholland, the New York repre-



sentative, and also George F. Reed, grain broker of Boston, for a conference, in which H. D. Waters, manager of the company's Buffalo elevator, was included.

R. W. Chapin, head of the Buffalo branch of the Milwaukee feed house of Chapin & Co., who was taken with appendicitis a month or so ago, is recovering and will be out again in a few days, though it is not likely that he will return to business right away. The office was lately moved to a different floor of the Morgan building, as increased transactions demanded more room.

The Merchant's Exchange is getting subscriptions to its canal campaign fund, to enable it to continue the vigorous prosecution of the work for canal enlargement. The enemies of the bill are not asleep by any means, but its friends say that it will go through without any sort of doubt as soon as they get ready. There is no Senator Morgan at Albany to talk our canal bill to death.

Wheat is as short as ever, with prospect of a more or less complete giving out of white wheat again before the next crop is here in July. Only 61 cars of wheat were inspected here last month. Corn comes pouring in, some days the roads showing wonderful activity and again they fairly seem to have gone out of business. With an average of only 33 a day for track inspection there were 111 on the list on the 4th of this month.

Two rather mysterious new companies just incorporated are the Mutual Eltr. and the Mutual Transit companies, of which Henry W. Sprague, the Buffalo attorney for the Erie Railroad is first named as incorporator. People on the inside say that the companies are set up to look after the management of the freight steamers and the Buffalo eltr. of the Great Northern Railroad, which were all sold the other day to a syndicate of trunk lines. This completes the disappearance of the James J. Hill interest on the lakes and in Buffalo, with the exception of the passenger steamers of the Northern line and these are for sale.

The movement of grain this winter is a veritable terror. It is not on account of any snow blockade, for there is little or none now, but the roads are stuck with the business offering and don't know what to do. There are constantly notices coming out that this or that road will not hold cars of grain on track there more than 24 hours and sometimes not at all till further notice. Then there will be notices that such a road is all cleaned up and yet it is well known to the trade that there are numerous cars unaccounted for somewhere down the line. Feed dealers say that buyers are holding off till they can get their purchases more generally in sight.—J. C.

## NORTH AND SOUTH DAKOTA

Pierre, S. D.—House bill, No. 115, providing for scale inspectors has been passed.

Minto, N. D.—F. C. Zuelsdorf has leased the eltr. of Smith & McLain.—Julius Wirkins.

Garden City, S. D.—McKee & Murtharn have purchased the eltr. of the Bagley Eltr. Co.

Cooperstown, N. D.—About 100 loads of flax straw has been delivered for the fiber mill soon to be started.

Ellis, S. D.—The Farmers Eltr. Co. incorporated. T. Stapleton is pres.; O. Hayward, sec'y, and Wm. Bailey, treas.

Milbank, S. D.—The Spencer Grain Co. has made extensive repairs on the eltr. recently purchased from A. C. Dodge.

Peter Eide is local buyer for the company.

Benclare, S. D.—Jim Bowen, brother of Frank Bowen, who was murdered by the station agent, will rent the eltr. for the next season.—F. W. Werdin.

Hartford, S. D.—Grain dealers have been having a fight, with overbidding as the weapons. The Hartford Milling Co. was forced to close its eltr.

The movement of grain from North Dakota is expected to increase before assessment day, Apr. 1, to the extent that cars can be had.

A bill has passed the N. D. house prohibiting discrimination in charges by telegraf cos. The bill should also provide that collecting from both sender and receiver should constitute a penal offense.

Selby, S. D.—The Business Men's League is organizing a stock company to build or buy an eltr. in Selby. The capital will not be more than \$5,000. Negotiations have been begun for the Crown Eltr. Co. plant.

Milton, N. D.—The eltr. of the St. Anthony & Dakota Eltr. Co. burned. Loss \$4,000 on grain and \$6,000 on the building. Ole P. Johnson, assistant agt. for the Minnesota & Northern Eltr. Co., was killed while helping to save the property of the company.

All but one of the members of the special committee of the North Dakota legislature who visited the Wisconsin capital reported adversely upon the proposition to establish grain inspection at West Superior, Wis. The promoters of the scheme had so thoroughly exploited its alleged benefit to the Dakota farmer that the North Dakota solons feared to go on record as opposed to the measure. By an overwhelming majority the house declared in favor of Wisconsin inspection at West Superior as provided for by the bill in the Wisconsin legislature.

Benclare, S. D.—Frank Bowen, grain dealer, was shot and killed Feb. 27, by the railroad station agent, H. E. Stegald. The trouble started in a quarrel over demurrage charges on a car loaded at Bowen's eltr. The station agent was so exercised over this that one day when Bowen went to the depot he called him back as he was passing out, stating there was a package for him. As Bowen was about to sign the receipt Stegald shot him. The revolver was so close that a portion of Bowen's head was torn off. Bowen's 12-year-old son, who had accompanied his father, received the third shot in the shoulder, when Stegald walked around into the waiting room to finish his victim. The dead man is survived by his wife and several children.

## NORTHWEST.

Great Falls, Mont.—The Royal Milling Co. will build a 50,000-bu. eltr. as an addition to its present eltr.

Arrangements are about completed for the formation of a syndicate to irrigate and colonize 250,000 acres of land in Big Horn County, Wyo., between the Shoshone and Grey Bull Rivers. A large reservoir will be constructed in the Oregon basin and a canal will be taken out of the Shoshone River, the estimated cost of which is \$300,000 and is to be completed in 14 months.

## OHIO.

Swanders, O.—Jos. G. Robinson is building an eltr.

Findlay, O.—H. M. Hosler has succeeded Hosler & Berger.

Erlin, O.—The Fremont Eltr. Co. of Fremont, has secured control of the eltr.

Fairmont, O.—Gottson Bros. will build an eltr. composed of 2 steel tanks, having a capacity of 15,000 bus. each.

Tontogany, O.—John S. Phillips has added a new attrition feed grinder which has a capacity of 1½ tons per hour.

Sugar Ridge, O.—Frank Wallace, foreman for the Royce & Coon Grain Co., in one day recently took in 93 loads of corn.

Fremont, O.—The Fremont Eltr. Co. will erect an eltr. and is said to have secured options on several eltrs. in Sandusky county.

Metamora, O.—The Metamora Eltr. Co. is installing a Western Sheller and Howe Scales, the machinery to be run by electric power.

New Bavaria, O.—Morrison & Thompson of Kokomo, Ind., have succeeded Peter Hornung in the grain business. W. F. Hanson is local manager.

Toledo, O.—The Northwestern Eltr. & Mill Co. has surrendered its charter as an Ohio corporation, but the business will be carried on the same as heretofore.

Melvin, O.—F. W. Schrack and H. C. Johnson are planning to go into the grain business and buy or build an eltr., but as yet have made no definite arrangements.

Deshler, O.—The Southworth-Rice Grain Co. incorporated, \$25,000 capital. Incorporators, E. L. Southworth, W. H. Bergin, J. S. Rice, W. P. Tyler and J. E. Richards.

Toledo, O.—The Imperial Grain & Milling Co. has equipped its mill with an electric light plant and installed a 40 foot 80 ton Howe R. R. Track Scale with recording beam.

Elmore, O.—Chas. Eckert has been arrested for stealing \$80 worth of clover seed from the eltr. of Magee & Pafenbach, Feb. 25. The seed was taken to Fremont and sold.

Defiance, O., Mar. 2.—The agent informed me this morning that 2-3 of the eltrs. on the B. & O., between Defiance and Chicago, had been closed owing to the scarcity of cars; the car situation is growing worse here instead of better. Wheat looks fairly well; the movement of corn and oats is almost as heavy as it was earlier in the season.—Chas. T. Pierce.

The Ohio Department of Agriculture, in its report issued Mar. 5, gives the condition of wheat Mar. 1 as 94 per cent. Reports from most of the counties indicate that wheat had ample snow protection during the extremely cold weather that occurred in February, and consequently the plants have suffered but little from alternate freezing and thawing. A gain of one point is shown since January 1, this being 32 points higher than wheat condition as reported Mar. 1, 1902. A few correspondents report some damage to wheat by fly and grub.

Cincinnati, O.—The new cleaning and transfer eltr. to be erected by the Union Grain & Hay Co. will be 48x92 and 123 ft. high, with a storage capacity of 150,000 bus. A brick building will be erected in connection for the storage of hay, feed and ear corn. The power house will be of brick, 48x53 ft. The eltr. will be of crib construction on concrete foundation. The grain handling equipment will include 2 stands of eltrs. for the cleaners, Eureka Combined Oat Clipper and Cleaner, Eureka Combined Wheat Scourer and Separator, Bowsher Mill, 2 automatic sacking machines and Perfection Grain Drier. The house will be kept clean by a pneumatic dust collector system. The contract has been let and work is about to begin.



## PACIFIC COAST.

Wilsoncreek, Wash.—The Odessa Milling Co. will erect a warehouse at Irby.

Tacoma, Wash.—The Pacific Starch Co. has practically completed its new building.

Olympia, Wash.—The grain dealers expect Gov. McBride to veto the grain inspection bill.

The bill providing for a state railroad commission has been killed in the Washington legislature.

Kendrick, Idaho.—The Volmer-Clearwater Grain Co. has purchased the warehouse system of E. P. Atchison.

Spring wheat is said to be displacing fall sown grain to some extent on the Umatilla Indian reservation of Oregon.

The bill amending the present grain inspection law of Washington and making grain inspection optional with the shipper has been defeated in the state senate.

Spokane, Wash.—The National Cereal Co. of Battle Creek, Mich., is contemplating the opening of a distributing house and J. F. Brown, formerly with the Eagle Woolen Mills, has been offered the position of mgr.

Dayton, Wash.—A warehouse company is being organized with a capital of \$4,000 to build and operate a warehouse at Long's station. The organizers are J. L. Yenny, W. E. Ayres, J. K. Henry, Jos. Culbertson, J. G. Wolf, C. B. Bowman, John Leinberger and W. D. Parker.

San Francisco, Cal.—The Globe Grain & Milling Co. of Los Angeles has purchased a block of ground close to the water front at a cost of \$140,000, and will erect a 1,200-barrel flour mill which will cost about \$200,000. The company is composed of Chicago and Los Angeles capitalists and has a capital of \$800,000.

Walla Walla, Wash.—It is estimated that the railroad warehouses of Walla Walla, Umatilla and Columbia counties contain 1,750,000 bus. of club wheat, of which 300,000 bus. is known to have been sold. At this time last year there was twice as much wheat in the warehouses of the W. & C. R. Ry. and O. Ry. & N. Co.

Stockton, Cal.—J. M. Perry and G. S. Melone will organize a company and engage in the grain business about April 1. Mr. Perry was mgr. of the Union Transportation Co. and has had some experience in the grain business. Mr. Melone was for many years connected with the firms of H. E. Wright & Son, Wright & Dickinson and Dickinson & Guernsey.

Tacoma, Wash.—The shipment of a cargo of wheat recently to Japan marks a departure in the grain export trade of the coast. Hitherto the orient has been taking only flour. Now that they have begun to operate mills the trade is expected to increase more rapidly. W. H. Reed of Washington, state grain commissioner, prophesies that if the Chinese-Japan demand for flour continues to increase for three years those nations will take every bu. of wheat raised for export on the entire coast. His investigations show that the bread eating habit had become fixed with the aristocratic and wealthy classes in both nations, while the lower classes are fast copying after them. Last year's partial failure of the rice crop in China stimulated the demand for flour.

Wilsoncreek, Wash.—At the first annual meeting of the Farmers Grain & Supply Co. recently Pres. Donald Urquhart called the attention of the members to the wording of printed forms of storage tickets or warehouse receipts, which, in this state, warehousemen can have printed to suit themselves. Many

of them are so worded that when the grain has been left in the warehouse it is almost impossible to sell to another party, for according to the wording of the receipt the seller would have to pay 2 or 3 cents or the equivalent to get the grain loaded out. Another thing objected to was the words "with permission to ship" on the warehouse tickets which gave them control of the grain and Mr. Urquhart advised the members of the company to endeavor to secure passage of a bill making it compulsory for all grain dealers and warehouse men to use a uniform storage and warehouse receipt, and also make the lawful charges for loading and hauling grain  $1\frac{1}{2}$  cents per bus. Spokane was chosen for the next convention.

## PACIFIC COAST LETTER.

The charter situation at San Francisco continues to remain in an almost stagnant condition with only an odd charter now and then to break the monotony of a dull market.

Balfour, Guthrie & Co., San Francisco shippers, have chartered the first vessel for new crop loading, the ship "Eska-soni," which arrived recently at Port Natal with a cargo of wheat from Portland, Oregon. She will proceed to a port in Germany to load for Puget Sound, and after discharging will load back wheat. The rate the charter calls for is 26s 3d.

Warmer weather has prevailed almost all over California and reports from different sections say that seeding has been completed and the early and late sown grain is growing fast since the recent cold spell. A large area has been sown in grain, and from present indications, with the assistance of the late showers in April, California will have a banner crop next season.

The steamer Meteor arrived at San Francisco recently with 41,000 sacks Oregon Club wheat consigned to L. C. Sheldon. This is the first large shipment of Puget Sound wheat to San Francisco for some time. The steamer Eureka is now loading at Portland, Ore., with 3,000 tons more of Oregon club wheat for San Francisco and it is said several additional cargoes will follow.

The Harrington Milling Co. and several other mills in Washington have closed down on account of the scarcity of good wheat. It is estimated that over 90 per cent of the wheat crop on the Puget sound is cleaned up at present. Australia and South Africa have been heavy buyers this season and Washington, Oregon and California have enjoyed the biggest share of this trade.

The Union Pacific Railroad rate of 55 cents per 100 lbs. on corn carried over that road from Kansas and Nebraska to all terminal and intermediate points in California has been in effect for some months, but it is only recently that it has been applied to intermediate points. Under this low rate it is anticipated that shipments of corn from Kansas and Nebraska westward will become very heavy and will have the effect of still further depressing an otherwise dull market.

If the stock of wheat and barley in Oregon and Washington holds out, and present Australian and South African demand continues, some of the disengaged tonnage in San Francisco harbor will tow or sail up the coast to Portland, Tacoma and Seattle to load, as all the available tonnage on the sound is fast being cleaned up. This is about the only hope in sight for the unwieldy number of grain carriers laid up at San Francisco, and in any event only a few vessels could profit by it.

In spite of the brisk demand and high prices ruling on the Puget Sound for wheat, Oregon and Washington wheat is still being shipped to California. The San Francisco market is well stocked with Oregon club just now and this coupled with the fact that Kansas is preparing to ship wheat heavily to California, will surely put a damper on the spot market and cause a decline in the very high wheat prices that have been ruling in California for the past 4 or 5 months.

Now that supplies on the Pacific Coast are getting short and prices are correspondingly advancing, Australia is said to be buying considerable wheat from Japan and India. Washington and Oregon shippers say that the demand for flour and wheat from Australia, South Africa and the Orient shows no sign of abating. As stocks of grain in Washington and Oregon are about cleaned up it is probable that more Manitoba wheat will be exported through those states to supply this demand.

The price of California, Oregon and Washington flour that, within the past few months has advanced so sharply, is not so stiff, at the present writing. The quotations given out to the trade are not well maintained, as millers will shade the established price to keep running steadily and make business, on a dull market. The cause chiefly responsible for this easing off in flour prices is the easing off in wheat values at San Francisco and a decided slackening off in the export demand on the Puget sound.

At the suggestion of the grain committee, the San Francisco Merchants Exchange has amended its rules regarding storage charges on Call Board piles of grain stored in regular warehouses, and the chief inspector's fee for inspecting the grain so stored. Hereafter grain stored one season and taken out in less than fifteen days after expiration of first year's storage will not be liable for a full month's storage as heretofore. A graduated scale of charges has been adopted fixing the maximum charge for a certain number of days under 15. On grain stored over 15 days a full month's storage will be charged. To take advantage of the reduced rates for less than 15 days' storage it will have to be stipulated on the warehouse receipt between the party storing and the warehouse company. The other amendment to the rules is that hereafter the chief inspector's charge for inspecting grain owned by Exchange members will be  $2\frac{1}{2}$  cents per ton, the minimum charge to be \$5 for each lot inspected.

Puget Sound reports a decided picking up in the number of vessels chartered, with all the tonnage available for grain carrying being almost cleaned up, largely by charters on South African account, with some little business doing for Australia. In view of the abundance of tonnage idle at San Francisco, and the goodly number of ships offering at Portland, Tacoma and Seattle, during the earlier part of the season, charter rates on the Sound have been well maintained. The large fleet laying up in San Francisco harbor at the present time consists nearly all of British ships, about 40 in all. During the earlier part of the season a large fleet of French bounty earners headed this way and cleaned up every charter in sight, almost at the charter's figure. As a result the British ships in port were obliged to lay up for new crop loading unless they can secure a load above 16 shillings a ton, that being the lowest rate ships, other than those flying



the French flag, can accept and pull out anywhere near even for the voyage.—R. E. W.

### PENNSYLVANIA.

Irwin, Pa.—A company with \$200,000 capital has been organized by Pittsburg, Greenburg and Irwin men to manufacture a cereal food.

Miner's Mills, Pa.—The Miner-Hillard Milling Co. will build an 80,000-bu. eltr. and storage warehouse with a capacity of 10,000 barrels. A new engine of 250 h. p. and 3 boilers of 450 h. p. have been installed.

Philadelphia, Pa.—John O. Foering, president of the Chief Grain Inspectors National Asso., visited Washington recently to make a vigorous protest against the government establishing a national inspection as provided by the McCumber bill. The Philadelphia Commercial Exchange of which Capt. Foering is vice-pres. is opposed to the measure.

Philadelphia, Pa., Mar. 4.—The bulk of the long delayed shipments are now being delivered by the railroad companies and embargoes have been raised. Better demand for oats, especially choice stock; however, most of the buyers want goods in transit. We look for a good spring and summer business if railroad conditions permit.—L. J. Logan & Co.

### PHILADELPHIA LETTER.

Corn for March delivery is in request. Exporters are paying 50½ cents for mixed corn, March.

Farmers in Maryland and Pennsylvania have begun plowing, and will soon have their spring work in full swing.

The railroad situation, which promised improvement ten days ago, is still very bad. Receipts of grain are light.

A bright spot is the demand for milling wheat, which is good in the city. It is selling around 83 cents with little obtainable.

Trade in grain is very dull at present, both domestic and for export; while the demand for millfeed is very slack, interior mills filling local wants.—W. Penn.

### SOUTHEAST.

Atlanta, Ga.—T. L. Langston & Co. have discontinued their grain business.

A state railroad commission is provided for in a bill before the West Virginia legislature.

Sisterville, W. Va., Mar. 6.—Receipts of grain and hay are very irregular on account of the bad condition of transportation lines.—Lazear Bros.

Memphis, Tenn.—The Merchants Exchange has appointed the following grain inspection committee: E. C. Buchanan, chairman, C. N. Wisner, V. L. Rogers, T. B. Andrews and Geo. S. Scruggs. W. D. Moon has been appointed chairman of the grain committee.

Mobile, Ala.—The Chamber of Commerce has appointed C. S. Pendleton, formerly of St. Louis, Mo., to be the first official grain inspector at that port. Mr. Pendleton will issue official certificates on grain exported from the M. & O. R. R. Eltr., operated by McReynolds & Co.

### SOUTHWEST.

Yukon, Okla.—The Yukon Mill & Grain Co. has increased its capital from \$10,000 to \$15,000.

Geary, Okla.—The Geary Mill & Eltr. Co. will erect a steel grain storage tank and increase the capacity of its mill.

The Arkansas Senate defeated Doctor Green's bill providing that wheat be bot and sold by weight instead of measure.

Pond Creek, Okla.—The Pond Creek Mill & Eltr. Co. will increase its grain storage capacity and enlarge the mill capacity to 350 barrels.

Ryan, I. T., Mar. 2.—The grain crops are very nice, usually fine for the time of year. The acreage will be an average; I am looking for a considerable crop.—O. B. Garrison.

The Union Rice & Irrigation Co. incorporated at Trenton, N. J., with \$6,000,000 capital. Nearly all the incorporators are residents of New Orleans, Baton Rouge and other points in Louisiana.

New Orleans, La.—To watch the inspection and weighing of grain and note the condition of cars arriving a bureau has been established under the management of F. J. Odendahl. The fee is 50 cents for superintending inspection, 50 cents for weighing, 75 cents for both, per car. For supervising the loading of steamers, 1-32 cent per bu.

New Orleans, La.—The grain exports during Feb., as reported by J. E. Robinson, chief inspector, amounted to 872,000 bus. of wheat, 3,447,196 bus. of corn and 5,415 bus. of rye; compared with 245,416 bus. of wheat, and 33,344 bus. of corn for Feb., 1902. Of the total amount of grain exported during Feb. 775,753 bus. of wheat, 3,040,053 bus. of corn and all the rye was inspected by the New Orleans Maritime & Merchants Exchange, as reported by Fred Muller, sec'y.

New Orleans, La.—The Maritime & Merchants Exchange in its endeavor to stimulate, and at the same time guarantee the safe carrying of corn from this port and to put such safe guards against its heating, as are consistent, is now considering the adoption of rule No. 22, which will undoubtedly be of great benefit to the trade. Rule 22—All steamships taking grain in No. 2 hold (when said hold extends to stoke hold bulk-head), or in reserved bunker which extends to said stoke hold bulk-head, must have wood air space bulk-head not less than 9 inches clear, with ventilators each side from air space to upper deck. When carrying maize, said bulk-head to be covered with non-heat conducting felt not less than 1 inch thick, more if required by surveyor and over said felt, board covering, to protect same from being injured or destroyed by contact with other cargoes, or when trimming grain.

### TENNESSEE

Memphis, Tenn.—T. B. Jones & Co. have purchased the warehouse of the Memphis Grocery Co.

### TEXAS.

Seymour, Tex., March 4.—Prospects were never better for grain.—S. Edwards. Midlothian, Tex.—The Midlothian Grain & Lumber Co. will deal also in general merchandise and implements.

Read the decision against the San Antonio & A. P. R. R. Co. for damage to cotton seed in transit, in Suits and Decisions, this number.

Galveston, Tex.—The steamship Inchdune received the first cargo shipped, on Mar. 3, from the new Sunset Eltr., which is leased by the J. Rosenbaum Grain Co.

Shipments of rough rice on the same rates and minimums as grain are authorized over the G. C. & S. F., the G. B. & K. C., and the O. & N. W., under a ruling made Feb. 28 by the Texas Railroad Commission.

Marshall, Tex.—D. A. Keese, the pioneer rice planter of Harrison county, will plant 5 acres this year, some on the

highest part of his land to demonstrate that it will grow there. Mr. Keese has been very successful in growing Brazil rice without irrigation.

Galveston, Tex.—The exports of grain for the 6 months prior to Mar. 1, as reported by C. McD. Robinson, chief inspector, were: Wheat, 7,897,886 bus., compared with 3,884,449 bus. for the same period of last year, or an increase of 4,013,437 bus.; corn, 2,828,185 bus., and rye, 12,064 bus., compared with no corn or rye for last year.

### TEXAS LETTER.

The Texas Millers Association met at Ft. Worth Mar. 3 to discuss the matter of the changes in rates and to go over the car situation.

The Llano Milling & Mfg. Co., Llano, Tex., recently incorporated, has purchased the flour mill, waterworks and electric plant at Llano and will make extensive improvements in these plants.

F. B. McKay, G. F. A., Texas Midland Ry., has announced that he will, in conjunction with the Frisco Ry., make a rate to points touched by their line and the Frisco on a basis of the group 3 rates. This is a reduction of about 2½ cents to these points, most of which are located in group 2.

C. L. Moss, of Dallas, says: "I much fear that the oat acreage will be cut short, for the planting season is well advanced and there seems to be no cessation of the wet weather and this will force the farmers to put the acreage which is usually given over to oats to corn and cotton. The wheat acreage is good and prospects are very favorable for a good crop of this grain. The blockade in freight and the unsettled conditions of the rates is still giving us lots of trouble."

On account of the fact that the state legislature failed to make any arrangements for more commodious quarters for the Railroad Commission of Texas that body will hold meetings at San Antonio and Dallas alternately and will probably select Dallas for the next hearing. This arrangement will save the shippers considerable time as matters pertaining to north Texas business can be handled at Dallas, and south Texas matters in San Antonio.

The continued rains and bad weather is having a very depressing effect on markets of all kinds and this is especially the case with grain and seed markets, for the reason that the roads are in such condition that it is an utter impossibility for farmers to get in to buy grain. While it is the consensus of opinion among grain men that there is a good market for grain all the inland towns and farmers are cut off for the time being and consequently there is practically no trade. The car trouble is still acute and every railroad leading into this territory is and has been blockaded for some time past.—J. S. W.

### WISCONSIN.

Beloit, Wis.—The Northern Grain Co. has bot the City Mills.

Wisconsin needs an asso., especially in the eastern part of the state.

Boscobel, Wis.—R. S. Olmstead has bot for \$4,000 the grain store of Pullen & Mathews.

Suring, Wis.—A. Pierre, of Oconto, has rented the eltr. of Chris. Daniels and will take possession Aug. 1.

Read the decision in the case of Gehl against the Milwaukee Produce Co., in Suits and Decisions, this number.

Bay City, Wis.—Tucker & Co. have purchased the 5,000-bu. eltr. of M. Dosdale, and will put in a gasoline engine.



Chili, Wis.—The warehouse listed as belonging to H. E. McEachron Co., of Wausau, is the property of O. E. Counsell.

West Superior, Wis.—McCarthy Bros. & Co. have postponed the work on their new bins until the grain inspection question is settled.

Milwaukee, Wis.—Chas. A. Chapin, the well known dealer in grain and feed, with his wife, have gone to Los Angeles, Cal., for a 3 months' stay.

Milwaukee, Wis.—The car ferry has run behind and blocked the F. & P. M. R. R. so that the C. M. & St. P. R. R. issued an embargo against the Pere Marquette.

Milwaukee, Wis.—Lower rates of insurance are demanded by business men. Last year the insurance companies received \$1,500,000 in premiums, while the fire losses were but \$499,170.

The Wisconsin State Millers Asso. has introduced a bill into the state legislature to prevent the receiving and giving of rebates to shippers of freight. C. Hall, of Oconto, is the author of the bill.

The move to organize a state grain dealers' association is gaining strength. Supporters suggest that a meeting be called for Milwaukee, as lines from all parts of the state run direct to Milwaukee. Holding a meeting at an interior town would necessitate over half the dealers having to change cars and wait from 3 to 10 hrs. for connecting trains.

"Several attempts have been made towards forming a grain dealers' asso. in the state of Wisconsin, but without success. The principal trouble seems to be on account of a large per cent of the receipts being barley, with hardly 2 towns in the state having the same kind of stock. The crop is spotted from poor to choice, and it is therefore hard to keep the buyers in line."

Madison, Wis.—A trainload of Superior boomers swooped down on the legislature Feb. 25 to push along the grain inspection bill. E. C. Kennedy, who claimed to represent all but 6 of the citizens of Superior, alleged that over 50 per cent more hard wheat is shipped out of the eltrs. at that point than is shipped in, arguing that the grade was raised by mixing. Other speakers charged that the Minnesota inspection was a fraud. The committee of the legislature had previously heard arguments by grain men, all of whom were opposed to the bill. M. L. Jenks, of Nye, Jenks & Co., said: "If it becomes a law it will be of immense benefit to Duluth. How? Why, if you prohibit the mixing of grain in this state it simply will not come into Wisconsin, that is all. It will be mixed in Minneapolis and Duluth, and if it is not ground up into flour in Minneapolis it will be sent to Duluth and shipped from that point to the eastern market. Our principal objection to the bill is that our elevator interests are all in Wisconsin, and the bill, if it becomes a law, will simply destroy our business." A. L. Searle, of the Peavey Eltr. Co., said: We have elevators in Superior, Bayfield, and two in Milwaukee. There does not seem to be anything involved in the measure but local pride so far as Wisconsin is concerned. The people here object to having the inspection labeled the "Minnesota inspection," while we are opposed to the bill on business principles. At the request of Senator Rogers, who is a member of the Milwaukee Chamber of Commerce, still another hearing was granted, at which the Milwaukee grain men will have an opportunity to argue against the bill. Milwaukee is

satisfied with its present inspection department, and sent no one to oppose the bill. The only men to appear were E. N. Bradley of the Peavey Eltr. Co. and W. W. Cargill of La Crosse. They insisted that a Wisconsin inspection would force them to close their elevators at West Superior.

## Annihilate Grain Dealers to Increase Sack Trade.

The recent meeting of the Millers Federation in Chicago was notable for the presentation of a scheme of reforming present methods of marketing grain, if not for anything else. It is evident to any grain dealer who has read the vapors of the bag salesman, that he had read of a Board of Trade in his first reader or spelling book. He may know bags, but he does not know grain; and, evidently he thinks that wheat is the only kind of grain handled by the grain dealers of the country. This was not his first attempt to reform, or, rather to annihilate the grain dealers of this country, as he quotes most of his address from an article he had published in an unheard-of Omaha publication.

Grain dealers who make a specialty of supplying millers with superior wheat and white corn will be startled by the gentleman's daring suggestions. Even Manitoba grain dealers who supply United States millers with wheat for milling in bond will be compelled to wince a little. It will be noticed that his introduction and closing which we reproduce herewith were not included in his original article. If his statements be true in every particular then his firm is also interested in relieving the milling trade of this giant incubus called the grain trade.

It is evident that the gentleman has neglected to observe millers' methods and practices, else he might have perceived that some millers are also grain dealers. However that may be, grain dealers can rest assured that they will not be interfered with in dealing in barley, flaxseed, cloverseed, oats and other grain not used by millers to grind up for the purpose of increasing the demand for flour sacks, as this is what the young man is really working for. He wants to sell more sacks and is willing to drive the grain dealers out of business in order that his firm may do so. His shrewdness is amazing. We reproduce part of his address as follows:

If by attendance and attention here, I may learn the true situation, and by your aid and suggestion, devise arguments to convince the outside world that not only the miller but the country at large is to be advantaged by a reformation of our methods of marketing the grain products of the country, I shall have accomplished the purpose of my coming, and advanced the wish and purpose of Mr. Peters of the Bemis Omaha Bag Co. in sending me to participate in your deliberations and to aid in furthering the interests of your Federation.

As preliminary to the ultimate object of the discussion, let me say a word on the general subject of marketing the grain products of the country; and, to economize labor, I beg permission to quote from an article, prepared by myself, and published in the Omaha Examiner of Sept. 27, last:

"Notwithstanding their unity in origin and destiny, there is always present and impending a direct and sharp conflict between grain and flour—the elevator and mill. These interests are naturally and necessarily opposed, and the success of one must be the defeat of the other. The grain sold abroad by speculators is to that extent a reduction of the business of the mill, and that consumed by the mill is a depletion of the supply needed by the speculator. One or the other of those methods

of marketing the country's crop is best, and the other should be discouraged and abandoned.

"Large preparation has been made throughout the country for the handling of our grain products by the so-called boards of trade and commercial exchanges of the different cities, and an immense capital in the hands of its members is devoted to the conduct of this traffic. But these agencies, important and influential as they confessedly are, neither produce nor consume the product they handle, nor perform for it any useful or necessary function. They are in fact so many self-appointed middlemen speculating in the property of others and enriching themselves from the sales of goods not their own. They produce nothing, and convenience nobody. Their business is speculation, their methods gambling.

"Is it wise to approve and abet a policy so damaging to the country at large, for the sake of catering to a small set of speculators in grain? The public attention should be directed to this important matter, and a sentiment created that should reverse the speculative handling of our product."

I trust it may not be considered out of place if, before concluding, I take occasion to assure you that the company I represent and in whose success I am personally and earnestly interested, will join heartily and efficiently in any measure or measures recommended, and having the indorsement of this Federation, to remedy the disadvantages under which the milling interest of the country has so long and so grievously suffered.

## Books Received.

REPORT OF NATIONAL HAY ASSO. CONVENTION. We are indebted to P. E. Goodrich, secretary and treasurer of the National Hay Asso., Winchester, Ind., for a copy of the annual report containing the proceedings of the convention at Put-in-Bay, O., in July of last year. The value of this neat volume as a reference is enhanced by including the grades of hay and straw established by the asso., history of the asso. by former Secretary Collins, constitution and by-laws, ruling of the Interstate Commerce Commission on the change in the classification of hay, and a list of members of the asso., of whom the number has increased to 577. For the completeness of his report Secretary Goodrich has the thanks of the trade. Paper covers; 169 pages.

## Time of Shipment—New Rule at Toledo.

In hope of preventing any misunderstanding regarding terms applying to the time in which grain or seed is to be shipped the directors of the Toledo Produce Exchange have adopted the following rule:

Excluding the date of sale, the time of shipment on property sold for shipment shall be reckoned from the date of receiving full shipping directions, and shall not include Sundays or legal holidays at point of shipment.

The term "immediate shipment" shall mean three (3) business days. The term "quick shipment" shall mean five (5) business days. The term "prompt shipment" shall mean ten (10) business days. When number of days is specified, said number shall not include Sundays or legal holidays at point of shipment. Nothing, however, in this rule shall be construed as prohibiting special agreements.

Corn price is satisfactory to the holder and producer, but the trade fears that the severe railroad congestion will not be much improved until country roads break up.—Pope & Eckhardt Co.



## PATENTS GRANTED

Frank J. Prame, Shiloh, O., has been granted letters patent, No. 722,140, on a seed cleaner.

Geo. A. Gemmer, Marion, Ind., has been granted letters patent, No. 722,008, on a pump for explosive engines.

Chas. E. Duryea, Peoria, Ill., has been granted letters patent, No. 722,005, on a sparking igniter for explosive engines.

Anton Evenson, Chicago, Ill., assignor of  $\frac{1}{2}$  to Chas. R. Hanna, Council Bluffs,

on the rim of which a strap winds. When the strap is pulled tight by the lever and rope it grips the disk and holds the arm in any position to which it may have been rotated.

Chas. Closz, Webster City, Ia., has been granted letters patent, No. 721,940 (see cut), on a grain separating screen. The screening surface consists of slats grouped in sections, the slats of one section having pivot rods journaled in the frame, the ends of the pivot rods having cranks depending between the slat sections, each crank terminating in a return angle.

Geo. C. Plummer, Philadelphia, Pa., as-

one next below, and supported in a case thru which a current of air is drawn by a fan.

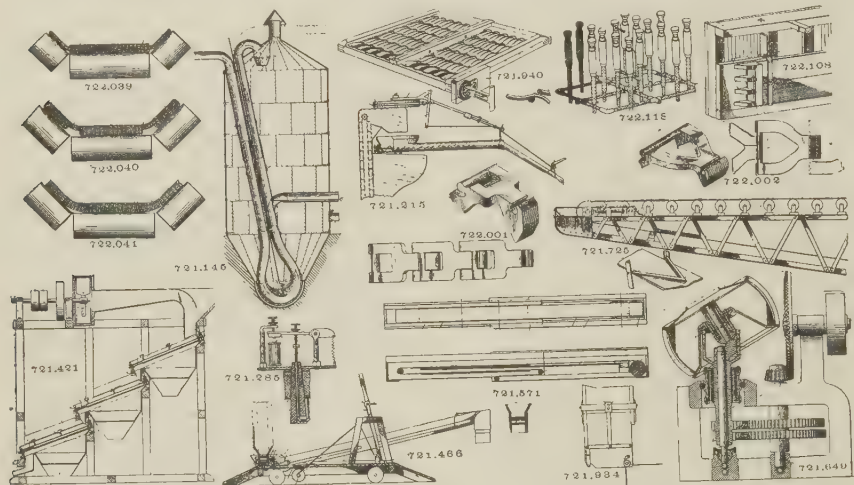
Jas. M. Dodge, Philadelphia, Pa., assignor to Link-Belt Engineering Co., has been granted letters patent, No. 722,001 and No. 722,002 (see cuts), on a detachable link drive chain. The chain is made up of a series of links having projecting teeth, each link having a bar at one end and a socket at the opposite end. Each link has one side member recessed between the tooth and bar, so that the links can be detached one from another by turning them up and moving laterally. The chain is designed to be used with a sprocket wheel having 3 series of teeth, the central series of teeth alternating with the 2 side series.

John H. Pendleton, Jamesburg, N. J., assignor to the Pendleton-Tapscott Co., New York, has been granted letters patent, No. 721,649 (see cut), on a machine for scouring grain. The scouring is effected on the interior scouring surfaces of a bowl, to which is given a compound motion on a vertical shaft and an inclined pivot. The end and side thrusts of the shaft are taken by ball bearings, and the gearing multiplies the speed very high. The gyratory motion is obtained by running the shaft and the spindle at slightly different speed, the double gear and pinions, tho running on the same axis, being of different size. The bowl is set on a carrier and is removable.

Lafayette W. Liles, Mineral Wells, Tex., has been granted letters patent, No. 722,118 (see cut), on a grain drying device. The apparatus is detachably supported within the bin, thru the wall of which one pipe extends. It is composed of a series of horizontally disposed crossed unions, a series of horizontally disposed T-joints telescopically connected with the crossed joints, and having pendent portions forming leg supports, pipes detachably connected with the vertical members of the T-joints, each consisting of telescopic members, slitted longitudinally; a hollow screen connected to one of the sections and adapted to fit over the adjacent end of the opposing section, the screen having its upper end held in frictional engagement with the opposing section, the latter having an annular enlargement at its lower end to frictionally engage the inner side of the screen body.

Jos. Cereghino, San Francisco, Cal., has been granted letters patent, No. 721,285 (see cut), on an igniter for gas engines. A disk composed of non-conducting material and having a diagonal conducting segment, is fixed turnably on the engine shaft, to vary the time of ignition. The circuit is completed and the spark made when a spring finger contacts with the conducting segment on the periphery of the disk. The igniter plug is conical, longitudinally perforated, fits into and is insulated from a tapered sleeve. The plug is slotted to form a guide for the movable electrode which it carries, the fixed electrode being carried by the sleeve. On the protruding end of the plug is screwed a plate on which are mounted a lever, magnet, armature and contact. When current passes the magnet attracts the lever and separates the electrode points to lengthen the spark.

Seed imports of the Philippine Islands for the 8 months prior to Aug., 1902, amounted to 4,765 pounds; compared with 19,456 pounds for the corresponding period of the preceding year, as reported by the War Department.



Ia., has been granted letters patent, No. 721,873, on a sparking igniter for explosive engines.

Geo. W. Euker, Richmond, Va., assignor to Edwin O. Meyer, Richmond, has been granted letters patent, No. 722,176, on a system for producing electrical sparks for igniting the charges of explosive engines.

Wm. L. McCabe, Seattle, Wash., has been granted letters patent, No. 721,725 (see cut), on an endless conveyor. The portable conveyor is composed of a steel framework, pulleys at either end, an endless belt, and a brush pivoted to the frame and resting upon the inner face of the return portion of the belt.

Jos. H. A. Huck, Salisbury, Mo., has been granted letters patent, No. 722,108 (see cut), on a grain car door. The door has U-shaped hanger rods on which work hinges having elongated projections. The door is slidable vertically, and foldable, and is provided with clamps to hold it in slidable position without folding it.

John Rocke, Meadows, Ill., has been granted letters patent, No. 721,466 (see cut), on a portable grain dump and elevator. A platform has inclined approaches, a loose and hinged plank which hoists the front wheels of the wagon while the load is emptied into a trough and elevated by a belt. The plank is raised by pulleys and worm gear.

Alfred L. Buckland, Marietta, Minn., has been granted letters patent, No. 721,934 (see cut), on a weighing apparatus. The weighing chamber is arranged below a spout and is counterbalanced by a weight. The chamber and spout are connected by mechanism, which also holds in a horizontal position a wing within the chamber which is released when the chamber is lowered.

Chas. Metzger, Whittemore, Ia., has been granted letters patent, No. 721,215 (see cut), on a support for conveyors. The arm supporting the conveyor is pivoted at one end to the center of a disk,

signor to Main Belting Co., Philadelphia, has been granted letters patent, Nos. 722,039, 722,040 and 722,041, see cuts, on a conveyor belt having a firm, wear resisting body of stitched canvas and flexible wings of stitched canvas thinner than the body. The body is saturated with a stiffening, drying composition, and the wings are saturated with a non-drying oil.

Jas. R. Burgess, Port Huron, Mich., has been granted letters patent, No. 721,145 (see cut), on a pneumatic conveyor. The grain storage tank has a conical bottom and a pit, into which fits the conveyor tube. A rod operates a gate and controls the admission of grain into the lower end of the tube. A blast of air coming down one tube sweeps up the grain and elevates it either to the top of the tank or thru the horizontal tube, as determined by a deflector plate at their junction.

Geo. W. Kramer, Peoria, Ill., assignor of  $\frac{1}{2}$  to C. W. Kramer, Peoria, has been granted letters patent, No. 721,571 (see cut), on an elevator, designed to feed corn shellers. The feeder consists of 2 sections arranged to be telescoped into each other, an endless belt traveling over rollers journaled in the ends, and transverse chutes at one end of a partition telescoping with the partition in the other section. The belt has a smooth surface, and adjusts its length to the telescoping of the sections.

John W. Carnochan, Silver Creek, N. Y., assignor to Huntley Mfg. Co., Silver Creek, has been granted letters patent, No. 721,421 (see cut), on a bean separator. The screen, composed of substantially cylindrical parallel separated rock bars, is shaken as a whole, while the rock bars are oscillated. A transversely arranged actuating rod carries a part which is engaged in a stationary guide and prevents a transverse movement of the bars while permitting them to slide up and down. Screens are inclined, to discharge into the



## Sale of Stocks on Margin Illegal.

The Supreme Court of the U. S. has recently rendered a decision of direct interest to every one dealing in grain, cotton stocks or provisions on margins. The Constitution of California prohibits such transactions and its constitutionality is sustained both by the Supreme Court of the state and of U. S. in the case of Otis & Gassman vs. Parker. The California law does not forbid dealing in grain on margins, but if grain, cotton and provisions were specified, the law would hold good.

We take the following from 23 Supreme Court Reporter 168:

In error to the Supreme Court of the State of California to review a judgment which modified and affirmed as modified a judgment of the Superior Court of that state in favor of plaintiff in an action to recover margins paid on contracts to buy and sell corporate stocks. Affirmed.

Mr. Justice Holmes delivered the opinion of the court:

This is an action in three counts, for money had and received, for money paid and promised to be repaid, and for margins paid to the defendants as stock brokers on contracts to buy and sell mining stocks, respectively. The answers to the first two counts are general denials and other matters now immaterial. The answer to the third count, beside a general denial, sets up that the count is based upon a provision in article 4, section 26, of the Constitution of California, and that that provision is contrary to the first section of the 14th Amendment of the Constitution of the United States. It appears by the record that the only cause of action was that stated specifically in the third count, and that the defendants interposed the constitutional objection at the trial, and that it was overruled. The plaintiff had a general verdict on all three counts. The case was taken from the superior to the supreme court of California on appeal, and the judgment of the superior court was affirmed, with an immaterial modification. It now is brought here by a writ of error to the supreme court of the state.

We must take it as established that the plaintiff did enter into transactions prohibited by the Constitution of California, and that he had a right to his judgment under that Constitution if the clause relied upon is not contrary to the Constitution of the United States. There is no question that the parties were subject to the provisions of the latter Constitution, and no doubt that the question whether it invalidated the state Constitution necessarily was passed upon, and was answered in the negative by the state court. 130 Cal. 322, 62 Pac. 571, 927.

The provision of the state Constitution is as follows: "All contracts for the sales of shares of the capital stock of any corporation or association, on margin, or to be delivered at a future day, shall be void, and any money paid on such contracts may be recovered by the party paying it by suit in any court of competent jurisdiction." There was some suggestion that these words might be narrowed by construction to contracts not contemplating a bona fide acquisition of the stock, but intended to cover only a wager or contemplated settlement of differences. Of course, if they were construed in that sense there would be no doubt of their validity. Booth v. Illinois, 184 U. S. 425, 46 L. ed. 623, 22 Sup. Ct. Rep. 425. But while the supreme court of California says in this case that it "will always see that legitimate business transactions are not brought under the ban," in the same sentence it leaves open the hypothesis that the provision "fails to distinguish between bona fide contracts and gambling contracts," and sustains it as a proper police regulation, even if it does fail as supposed. Therefore it may be held hereafter that ordinary contracts for the sale of stocks on margin are not legitimate transactions, and it would not be safe for us to take the words in any other than their literal meaning, or to assume in advance of a decision that they will be taken in a narrow sense. In this case the jury were instructed broadly to find for the plaintiff if he had paid any money to the defendants as a margin for the purchase of stock of a corporation, and this instruction was sustained.

The objection urged against the provision in its literal sense is that this prohibition of all sales on margin bears no reasonable relation to the evil sought to be cured, and therefore falls within the first section of the 14th Amendment. It is said

that it unduly limits the liberty of adult persons in making contracts which concern only themselves, and cuts down the value of a class of property that often must be disposed of under contracts of the prohibited kind if it is to be disposed of to advantage, thus depriving persons of liberty and property without due process of law, and that it unjustifiably discriminates against property of that class, while other familiar objects of speculation, such as cotton or grain, are not touched, thus depriving persons of the equal protection of the laws.

It is true, no doubt, that neither a state legislature nor a state Constitution can interfere arbitrarily with private business or transactions, and that the mere fact that an enactment purports to be for the protection of public safety, health, or morals, is not conclusive upon the courts. Mugler v. Kansas, 123 U. S. 623, 661, 31 L. ed. 205, 210, 8 Sup. Ct. Rep. 273; Lawton v. Steele, 152 U. S. 133, 137, 38 L. ed. 385, 388, 14 Sup. Ct. Rep. 499. But general propositions do not carry us far. While the courts must exercise a judgment of their own, it by no means is true that every law is void which may seem to the judges who pass upon it excessive, unsuited to its ostensible end, or based upon conceptions of morality with which they disagree. Considerable latitude must be allowed for differences of view, as well as for possible peculiar conditions which this court can know but imperfectly, if at all. Otherwise a constitution, instead of embodying only relatively fundamental rules of right, as generally understood by all English-speaking communities, would become the partisan of a particular set of ethical or economical opinions, which by no means are held *semper ubique et ab omnibus*.

Even if the provision before us should seem to us not to have been justified by the circumstances locally existing in California at the time when it was passed, it is shown by its adoption to have expressed a deep-seated conviction on the part of the people concerned as to what that policy required. Such a deep-seated conviction is entitled to great respect. If the state thinks that an admitted evil cannot be prevented except by prohibiting a calling or transaction not in itself necessarily objectionable, the courts cannot interfere, unless, in looking at the substance of the matter, they can see that it "is a clear, unmistakable infringement of rights secured by the fundamental law." Booth v. Illinois, 184 U. S. 425, 429, 46 L. ed. 623, 626, 22 Sup. Ct. Rep. 425, 427. No court would declare a usury law unconstitutional, even if every member of it believed that Jeremy Bentham had said the last word on that subject, and had shown for all time that such laws did more harm than good. The Sunday laws, no doubt, would be sustained by a bench of judges, even if every one of them thought it superstitious to make any day holy. Or, to take cases where opinion has moved in the opposite direction, wagers may be declared illegal without the aid of statute, or lotteries forbidden by express enactment, although at any earlier day they were thought pardonable at least. The case would not be decided differently if lotteries had been lawful when the 14th Amendment became law, as indeed they were in some civilized states. See Ballock v. State, 73 Md. 1, 8 L. R. A. 671, 20 Atl. 184.

We cannot say that there might not be conditions of public delirium in which at least a temporary prohibition of sales on margins would be a salutary thing. Still less can we say that there might not be conditions in which it reasonably might be thought a salutary thing, even if we disagreed with the opinion. Of course, if a man can buy on margin he can launch into much more extended venture than

where he must pay the whole price at once. If he pays the whole price he gets the purchased article, whatever its worth may turn out to be. But if he buys stocks on margin he may put all his property into the venture, and being unable to keep his margins good if the stock market goes down, a slight fall leaves him penniless, with nothing to represent his outlay, except that he has had the chances of a bet. There is no doubt that purchases on margin may be and frequently are used as a means of gambling for a great gain or a loss of all one has. It is said that in California, when the Constitution was adopted, the whole people were buying mining stocks in this way with the result of infinite disaster. Cashman v. Root, 89 Cal. 373, 382, 383, 12 L. R. A. 511, 26 Pac. 883. If at that time the provision of the Constitution, instead of being put there, had been embodied in a temporary act, probably no one would have questioned it, and it would be hard to take a distinction solely on the ground of its more permanent form. Inserting the provision in the Constitution showed, as we have said, the conviction of the people at large that prohibition was a proper means of stopping the evil. And as was said with regard to a prohibition of option contracts in Booth v. Illinois, 184 U. S. 425, 431, 46 L. ed. 623, 627, 22 Sup. Ct. Rep. 425, we are unwilling to declare the judgment to have been wholly without foundation.

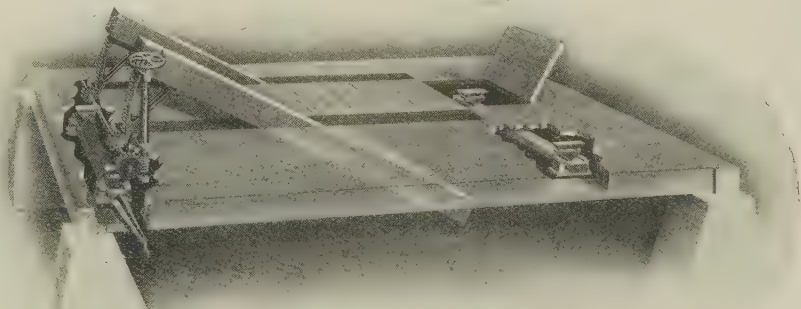
With regard to the objection that this provision strikes at only some, not all, of the objects of possible speculation, it is enough to say that probably in California the evil sought to be stopped was confined in the main to stocks in corporations. California is a mining state, and mines offer the most striking temptations to people in a hurry to get rich. Mines generally are represented by stocks. Stock is convenient for purposes of speculation, because of the ease with which it is transferred from hand to hand, as well as for other reasons. If stopping the purchase and sale of stocks on margin would stop the gambling which it was desired to prevent, it was proper for the people of California to go no farther in what they forbade. The circumstances disclosed reasonable ground for the classification, and thus distinguish the case from Connolly v. Union Sewer Pipe Co. 184 U. S. 540, 46 L. ed. 679, 22 Sup. Ct. Rep. 431. We cannot say that treating stocks of corporations as a class subject to special restrictions, was unjust discrimination or the denial of the equal protection of the laws.

Judgment affirmed.  
Mr. Justice Brewer and Mr. Justice Peckham dissented.

## An Improved Wagon Dump.

An improved controllable wagon dump which is meeting with unqualified approval has been placed on the market by the Weller Mfg. Co. of Chicago. The dump has many new features of decided merit, chief of which is the worm gear attachment shown in cut. The dump is always under perfect control of the operator. The gears and all other parts of the mechanism are heavy and substantial, precluding the possibility of a break. There are no brakes or cams. The dump cannot be raised or lowered unless operator turns the hand wheel. By means of the worm gears, the dump is self-locking.

Another advantage claimed is the placing of spur segments at the head of dump instead of tail end, allowing the



An Improved Wagon Dump.



segments to go above platform, which does away with the necessity of an excavation under platform. While of recent introduction the dump has already been adopted by a number of leading elevator firms.

## SUITS AND DECISIONS

E. A. Cowee, grain dealer at West Boylston, Mass., is defendant in a suit for \$10,000 damages brot by O. D. Derby, for injuries sustained by grain falling upon him.

The Moffatt Commission Co. is defendant in a suit for \$485 alleged to be due because a car of wheat bot was not up to sample furnished to the Riverside Milling Co., Davenport, Ia.

Where a machine was sold on an understanding that it need not be accepted unless it worked satisfactorily, the buyer, in operating it, was bound to exercise only such judgment and capacity as he possessed, and might reject it as unsatisfactory, though in the hands of a person of ordinary skill it would have worked properly. *Haney-Campbell Co. v. Preston Creamery Asso.* Supreme Court of Iowa. 93 N. W. 296.

Where a bank furnished a stock buyer with means by paying his checks for the purchase price of stock purchased under an agreement that, as the stock was shipped, the bills of lading, with drafts for the proceeds, should be delivered to the bank, and that it should have \$2 per car for furnishing the money, the stock so purchased was the property of the buyer, and not of the bank. *Clary v. Tyson.* Court of Appeals at Kansas City, Mo. 71 S. W. 710.

Under Batts' Ann. St. arts. 3235-3237, giving a landlord a preferred lien on agricultural products of the tenant for 30 days after their removal from the premises, the defense of innocent purchaser for value, without notice, is not available to a purchaser from a tenant of produce raised on the rented premises, and purchased within 30 days after its removal therefrom. *American Cotton Co. v. Phillips.* Court of Civil Appeals of Texas. 71 S. W. 320.

The Marshall County Elevator Co., which was organized by farmers near Warren, Minn., 2 years ago, has brot suit against Gus Carlton, manager, to recover several thousand dollars that the company had lost under his management. The defense claims that the shortage was caused by Mr. Carlton's error of judgment in paying more for grain than it was worth. Shipments to the terminal markets failed to bring within 10 cents as high a price as he paid the lucky farmers. Carlton did not appropriate any of the funds to his own uses, and his bondsmen claim the stockholders will have to stand the loss. The farmers who got 10 cents too much for their grain are saying nothing.

The agent held for collection of a promissory note secured by a chattel mortgage upon a growing crop, with no definite or specific directions from the principal as to what methods he should adopt in enforcing its payment. The crop thus mortgaged was threshed by the mortgagor and deposited in the elevator of defendant in that action, and tickets were issued and delivered to him therefor. This was done with the knowledge and consent of the agent, who stated to the mortgagor prior to the time of the delivery of the wheat at the elevator that it made no difference to him (the agent)

whether the mortgagor turned the tickets for the wheat over to him, or whether he sold them to the elevator company and turned over the money. The mortgagor sold the wheat, received the proceeds, but never paid over the money. The court held that the question whether the agent was authorized to sanction and approve of a sale of the mortgaged property, and thus release the lien of the mortgage, was one of fact for the jury to determine. *Partridge v. Elevator Co.* Supreme Court of Minn. 75 Minn. 496. 78 N. W. 85.

The Kemper Grain Co. of Kansas City, Mo., has procured the indictment of J. M. Redd, a merchant of Dover, Mo., on the charge of gambling. It is alleged that Redd bot 5,000 bus. wheat with the company, but failed to make good the loss caused by the decline in the market. When the company brot suit in the Circuit Court Redd claimed that he did not intend to buy wheat, but was only dealing in options, which, according to the Missouri law, is gambling. It is hoped that a conviction will warn others not to take refuge under such a plea.

That a railroad is responsible for deterioration of grain delayed in transit has just been decided by the Court of Civil Appeals of Texas in the suit of Abe Josey against the San Antonio & Aransas Pass R. R. Co., to recover \$399 damages on account of delay in delivering to consignee 5 carloads of cotton seed shipped at different times from Slayden to Houston. One of the cars leaked, and its contents was damaged, it was claimed, to the extent of 45 per cent of its value. The railroad set up the defense that there was no delay in the transportation of the freight from Slayden to Houston, but that when it arrived at the last named city appellant's side tracks and turnouts there were so crowded with cars, made necessary by the great storm at Galveston on Sept. 8, 1900, it could not use its side tracks and turnouts for the expeditious delivery of its freight; and that, if there was any delay in the delivery of the seed, it was caused, not from any negligence of its own, but from an act of God, which it could not foresee, nor provide against the injuries resulting therefrom. (2) That during the time the shipments were made there was a great deal of rain, and the seed were damp when received by the company, and, if any damage was caused them, it was from the condition in which they were shipped and not from appellant's delay, if any, in delivering them. The case was tried by a jury, and the trial resulted in a judgment in favor of appellee for \$286 from which this appeal is prosecuted. In affirming this judgment Judge Neill said: The evidence shows that the seed were sound and dry at the time they were delivered on board of appellant's cars at Slayden, and would have remained in that condition until the time they should have been delivered to the consignee had appellant exercised ordinary care and dispatch in carrying and delivering them. The evidence shows that the witness, E. H. Bailey, had 10 years' experience in the business of inspecting cotton seed for the purpose of ascertaining their condition and value. He was, therefore, an expert, and, having examined the condition of the seed after the delay in their delivery, it was competent for him to testify as to the extent of their deterioration in value. If, by unreasonable delay of a common carrier in delivering goods they deteriorated in market value, such carrier is liable for the damages; and in an action to recover

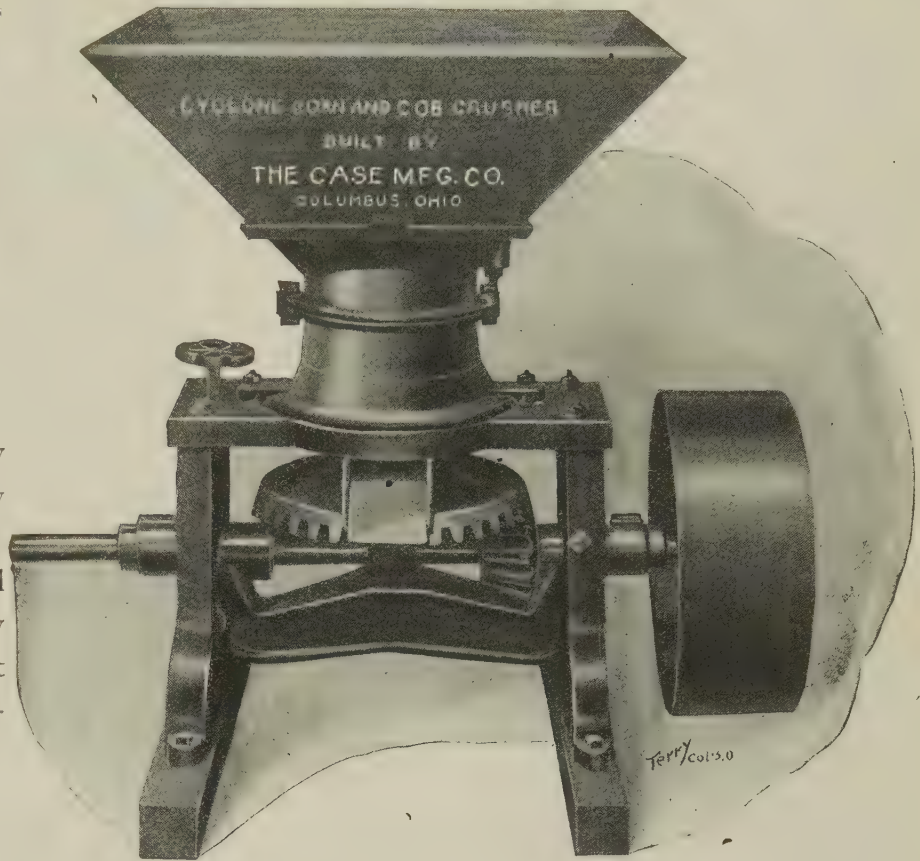
such damages the owner may recover any reasonable expense to which he has been put by the delay. 71 S. W. 606.

The Supreme Court of Wisconsin has reversed the decision of the Circuit Court in the suit of M. & N. Gehl against the Milwaukee Produce Co., to recover damages for defendant's refusal to accept and pay for 160 bags of white clover seed, on the following contract: "Milwaukee, Feb. 2, 1897. M. & N. Gehl—Dear Sirs: Confirm purchase about 169 bgs. white clover 8¾; 9 bgs. 6c; 9 bgs. 5c; 25 bgs. red 7¼c; screen 2c; buyer's option March 1. Truly yours, Milwaukee Produce Co." This was a contract requiring the plaintiffs to deliver and the defendant to accept the seed upon defendant's request at any time prior to March 1, and in no event later than that date. Already this suit has been in the courts 6 years, and is not yet settled, since the Supreme Court on Jan. 13, 1903, only set aside the judgment for \$779 given by the Circuit Court and remanded the case for a new trial. Upon trial it was admitted that there was no attempt to deliver the seed on March 1 and that the time for delivery was, by general consent, extended to the 14 or 15 of March. Defendant requested and the plaintiffs consented to further postponements of the time of delivery after March 15 until the 26th day of March, when one of the plaintiffs, accompanied by Mr. McCabe, their attorney, made a new offer to deliver by presentation of a new warehouse receipt with all storage charges paid, accompanied with a bill and draft from which the item of interest had been omitted, and also offered at the same time to make actual delivery of the seed, both of which offers were refused. Judge Winslow of the Supreme Court said the proper method of delivery under the contract was by tendering actual delivery of the property at the defendant's place of business, this having been practically conceded by the plaintiffs upon the trial, and hence that an offer to deliver warehouse receipts was not a compliance with the contract. If the time of delivery was extended by agreement of the parties, there must be a new offer of delivery at the close of such extended time in order to put the defendant in default; if there was no extension of the period of delivery after March 15 or 16, then it was not due diligence to wait until March 26 before attempting to make a resale, it appearing that the market was a falling one, and the season nearly over. If a bona fide responsible offer for the seed was made to the plaintiffs, and refused at the higher price than that finally obtained, then the resale was not made with due diligence. It appears that the seed was weighed by the plaintiffs upon the chamber of commerce scales, and that the bill was made out and payment requested by plaintiffs according to such weights. It also appears by defendant's testimony that Mr. Reel objected to accepting such weights and demanded that the seed be weighed at the defendant's store, and in connection with the testimony the defendant offered evidence tending to show that there was a general trade custom among seed dealers in Milwaukee not to accept chamber of commerce weights on sales of such seed, because they were inaccurate, as they did not weigh to the pound. This evidence was objected to, and excluded. We think the ruling was erroneous. The contract is silent as to where the seed should be weighed, and the contract should be construed according to the uniform trade custom in this regard, if one could be shown. 93 N. W. 26.



## Your Competitors Will

So why not you, be fully equipped to meet the heavy demand for feed and meal. The demand will come and if you are not properly equipped you will lose out on the most profitable business there is.



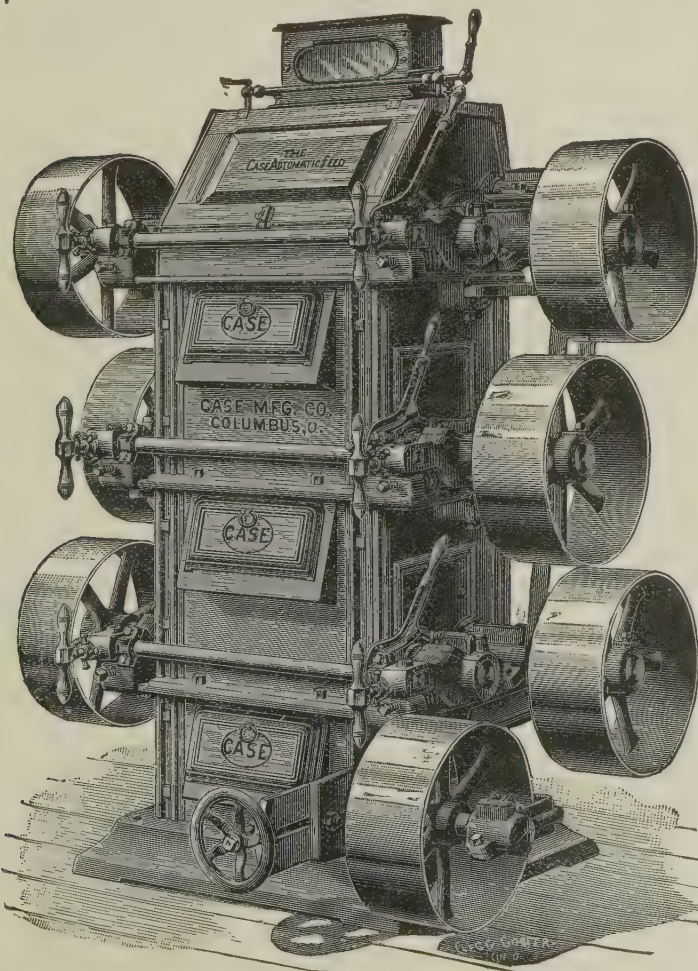
## Our Three High Six Roll Mill

is of the latest type, durable and thorough in construction and as a feed and meal grinder has no equal. Hundreds of them in use and not one single complaint against them.

The Cyclone Crusher likewise is in a class distinctly its own. Head and shoulders above all other crushers.

Send for full descriptions and prices before you buy.

**THE CASE MFG. CO.**  
COLUMBUS, OHIO





**Breeding Corn for Protein or Oil.**

A bushel of ordinary corn weighing 56 pounds is composed of  $4\frac{1}{2}$  pounds of germ, 36 pounds of dry starch, 7 pounds of gluten and 5 pounds of bran or hull, the remainder being made up of water

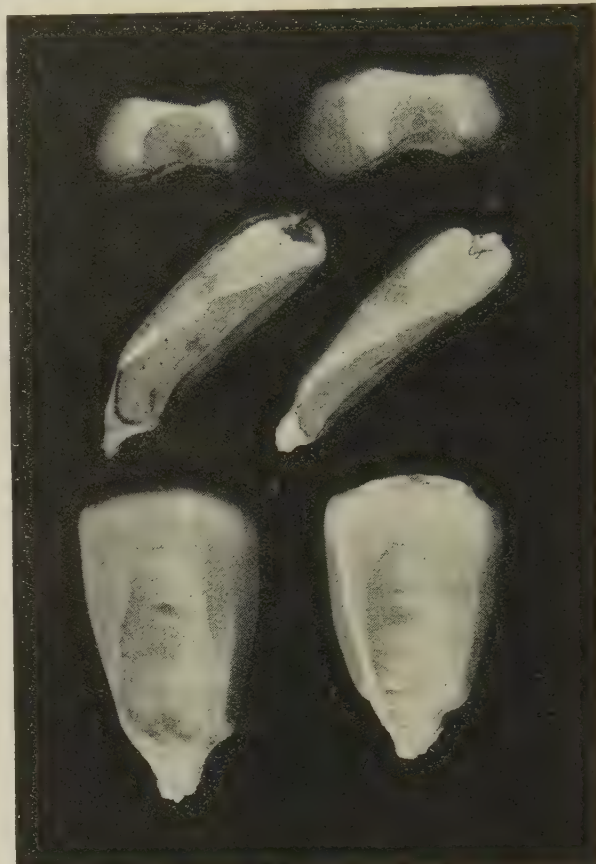
position. Dissecting a single kernel with a pocket knife the germ is seen to be large. The other kernels of the same ear are planted. From the crop the ears with large germs are again selected and plant-

12.48 per cent protein; against 9.20 per cent in that which had been bred for low protein. The breeder can work for both oil and protein in the same grain, the gain in the valuable components being at



High Protein,  
Little Starch.

Plate 1.  
Low Protein,  
Much Starch.



High Oil,  
Large Germs.

Plate 2.  
Low Oil,  
Small Germs.

and soluble matter. Forty per cent of the germ is composed of corn oil.

Manufacturers who extract the germ as a by product as in glucose works, starch factories and distilleries, prefer a variety containing a large germ, since the oil is worth 5 cents per pound; and will gladly pay 5 cents more per bu. for a variety containing 1 pound more of the fluid.

Protein is the next valuable ingredient of corn, and is wanted by feeders of stock.

Experiments in corn breeding show that the chemical composition of the kernel can be changed as may be desired, either to increase or decrease the protein, the oil or the starch, to suit the corn to the consumer.

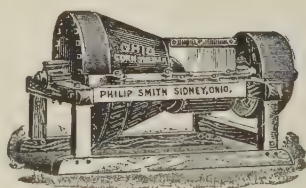
Plate 1, herewith, shows high protein and low protein kernels side by side; and Plate 2 shows high oil and low oil kernels. The germ occupies the central part of the kernel towards the tip end. Immediately surrounding the germ is the white, starchy appearing part occupying the crown end of the kernel. The third principal part of the kernel is the darker colored and rather hard and horny layer lying next to the hull or envelope, principally in the edges and toward the tip end of the kernel. The engravings herewith show the marked difference in the relative size of the germ and the starchy parts in different kernels.

Corn breeding is based on the principle that the chemical composition of any two ears will differ widely; and that all the kernels on the same ear are alike in com-

ed. This process is continued for years as long as the percentage of oil shows an increase.

After 4 years' breeding for high protein 10 rows taken from the field showed

the expense of the starch. From Bulletin No. 82 of the University of Illinois Agricultural Experiment Station, by C. G. Hopkins, Professor of agronomy, Urbana, Ill.

**No "Shell Game"**

Can clean one out of ear corn so quickly, so neatly and completely as

**The OHIO Corn Sheller**

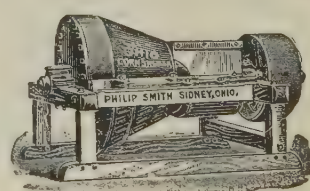
**CLEANS CORN FROM THE COBS**

It plays "the game" with a chilled iron cylinder, fully balanced and cast on the shaft.

New Corn or Old Corn stands no chance. However, it gives everybody satisfaction.

**PHILIP SMITH,  
SIDNEY, OHIO**

Can tell you how his machine does  
"the trick." Ask him.





## Sectional Conveyor.

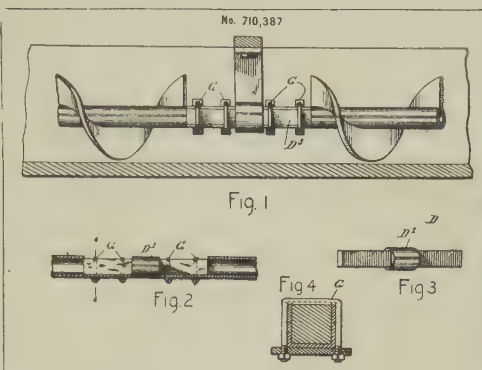
A method of joining the ends of separate flights has been devised by Carey G. Williams of Dalton, Ia., and is illustrated in the engraving herewith.

This joint permits the removal of any section for repairs without disturbing the others, thereby effecting a great saving of time and labor. Conveyors are often situated in inaccessible portions of the elevator building, where it is very desirable to have the sections as short as possible.

Fig. 1 is a longitudinal sectional elevation showing all the parts assembled. Fig. 3 is a perspective view of the coupling plug. Fig. 2 shows the ends of the conveyor shafts inclosing the ends of the plug. Fig. 4 is an enlarged section of the joint showing a U-bolt securing the parts.

To take out a section of the conveyor

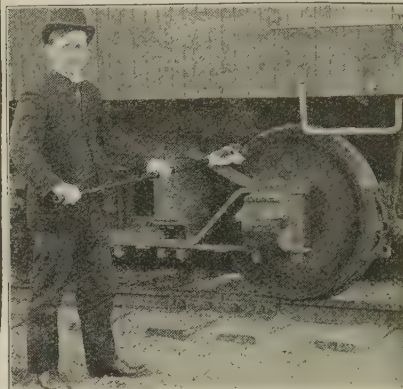
all that is necessary is to unscrew 8 nuts on 4 U-bolts, 2 at each end of the section.



Sectional Conveyor.

Letters patent, No. 710,387, have been granted upon the invention.

**"The Special Car Mover"**  
IS PUTTING IT MILD  
**"The Special Train Mover"**  
IT SHOULD BE STYLED



### SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Sac City, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

### THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

### THE INCLINE ELEVATOR AND DUMP

and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

## A Grain Purifier

On which letters patent have not yet been issued is not a safe machine to buy, and you may get a law suit with it.

The essential features of our Purifier are fully covered by U. S. Letters Patent No. 592691, issued Oct. 26, 1897, and whoever uses same without our permission is liable for damages for infringement. Write for particulars to

**The American Grain Purifier Constructing Co.**  
DAVENPORT, IOWA, or KENTLAND, IND.

EDWARD HINES, President

L. L. BARTH, Vice-President

C. F. WIEHE, Secretary

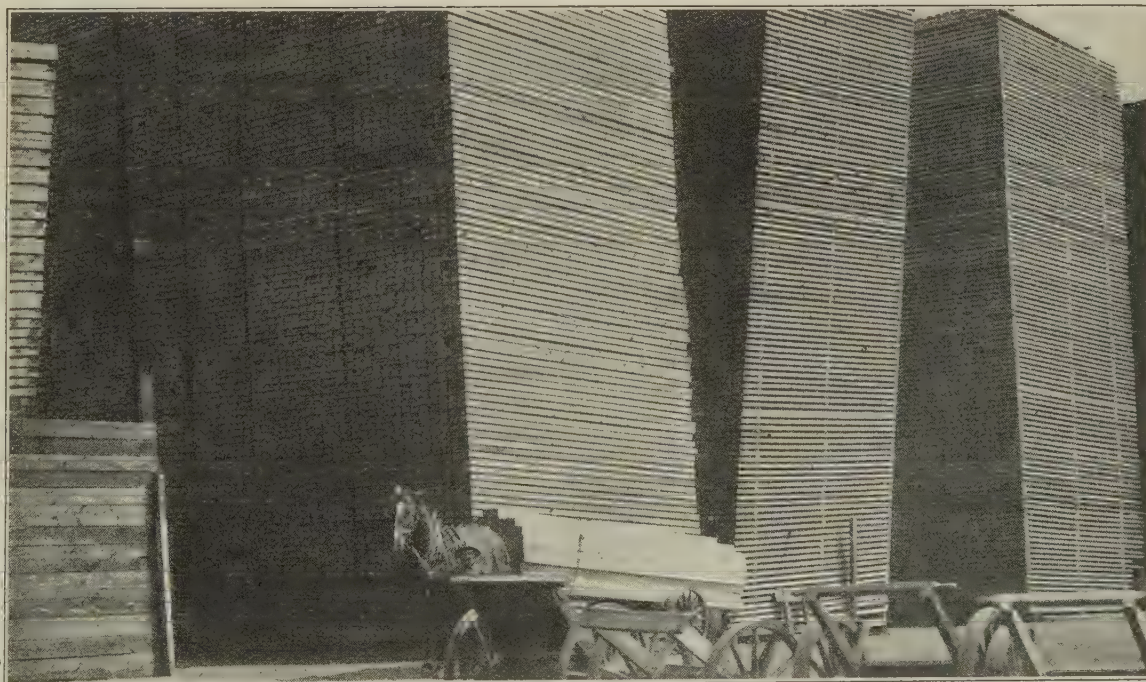
# EDWARD HINES LUMBER CO.

Long Distance Telephone  
"Canal" No. 349.

CHICAGO, ILLINOIS

Correspondence solicited and  
answered same day received.

We conduct the largest lumber yards in the world



Headquarters for anything in the lumber line

The above view should be convincing evidence that we have the stock on hand to supply your wants with. We have 70,000,000 feet of it continually on hand—this, and our most complete equipment for prompt service, at your command. Let us hear from you when in the market.



## GRAIN CARRIERS.

The Illinois Central has added 38 engines to its equipment.

Automobiles are used in France to tow boats along canals.

All embargoes on grain and hay have been removed by the Pennsylvania lines.

The Omaha extension of the Chicago Great Western, 132 mi., is to be completed by July.

Extensions of the C. & N. W. will be built from Eland, Wis., 20 mi., and from Elton, 25 mi.

The F. & P. M. R. R. has let contract for 2 more car ferries for its Lake Michigan service.

The Wabash has let the contract for 71 mi. of road between Sandy Bend and Burnsville, W. Va.

The Canadian Pacific has bot 14 steamers of the Beaver line with which to establish a trans-Atlantic service.

Construction of the Omaha Northern line to Sioux City, which was surveyed 5 years ago, is said to be assured.

The Ocean & Lake Navigation Co., Toronto, Ont., is building 3 more vessels for the Great Lakes wheat trade.

A line 302 mi. in length is to be built from Maple Falls to Spokane, Wash., by the Bellingham Bay & B. C. R. R.

The Northern Pacific has let the contract for a cut-off 125 mi. in length between Dickinson, N. D., and Miles City, Mont.

The Newton & Northwestern has 21 mi. in operation, and is surveying half of its 102 mi. of line extending to Rockwell City, Ia.

The annual report of the Illinois & Iowa Car Service Asso. for 1902 shows 1,782,000 cars handled, an increase of 134 per cent over 1901.

Cleveland, O., has not been so congested as other cities. Arrivals of grain at that city have been light, while facilities for shipping east have been good.

With the combination of the Canadian Pacific and the Northern Navigation Co., Port Arthur and Fort William, Ont., are assured of daily steamship service to Owen Sound.

Construction of the Memphis, Helena & Louisiana, which is to form the connection of the Missouri Pacific between Memphis and New Orleans, is progressing in 3 sections.

Dewey Bros. of Blanchester, O., have filed complaint with the Interstate Commerce Commission against 3 railroads alleging freight charges on shipments of hay were unreasonable.

The Chamber of Commerce of the state of New York has adopted resolutions approving of the proposed 1,000-ton barge canal and urging the legislature to submit the proposition to a vote of the people.

The Kansas, Oklahoma & Southwestern is a prospective line 640 mi. long which is being financed by the Missouri Pacific. From Peru Junction, Kan., the main line will run via Stillwater, Guthrie and El Reno, Okla., to Kirkland, Tex.

Under the decision of the Supreme Court of the United States just rendered that the city of Chicago controls the dock line in the Calumet river the Calumet Grain & Elevator Co. will be unable to build the docks authorized by the War department at South Chicago.

A reduced rate on corn from points on the Union Pacific in Kansas and Nebraska to California intermediate points was made effective Feb. 20 by the Southern Pacific. The rate of 55 cents per 100

pounds will apply to all California intermediate points.

In its answer to the Interstate Commerce Commission the B. & O. R. R. alleges that the delay in transporting the car of hay, complained of by S. S. Daish & Sons, was caused by the coal strike. The company was compelled to use its cars and engines to move coal.

Major Symons, government engineer at Buffalo, believes that "the rail opposition to canal enlargement is about dead. We saw nothing of it in Albany at the late hearing and I am prepared to see the leading roads put lines of boats of their own on the canal and operate them, just as they do on the lakes now."

The gross earnings per mi. of railroads in the United States increased from 1897 to 1902 43 per cent, while the operating expenses increased only 38 per cent. Part of the shortage of cars and engines is no doubt due to the diversion of funds into the pockets of stockholders instead of investment in needed equipment. Dividends were \$30,000,000 greater in 1902 than in 1901.

The Trent Waterway Asso. held its annual meeting at Peterboro, Ont., Feb. 16. Representatives were present from many of the municipalities along the route of the canal. A resolution was adopted urging the Dominion government to proceed with the construction of the remaining sections of the canal. The new waterway will be of immense national importance as one of the outlets for the grain products of the Northwest.

The hearing on the recent advances in the rates on grain and other commodities before the Interstate Commerce Commission at Washington was closed Feb. 28. Controller Buckley of the B. & O. admitted that while the wage increase of Jan. 1 would cost the company \$3,000,000 a year, yet the earnings of the road would be greater than before, because of increased traffic. The several representatives of the roads testified that the increases were based on commercial and traffic conditions, but admitted that the earnings of their systems were ample.

At the present time the western connection of a New York road gets substantially no more than the western connection of a road delivering grain at Baltimore or the southern ports, while the western connection of the Boston roads prorate at a rate of 3c per hundred pounds higher than to New York. As it is the western connections that have the routing of the grain quite naturally will send their merchandise to the port from which they can get a larger share for themselves. The entire charge of lighterage—3c per 100 pounds—therefore goes to the New York railroads. Grain men claim if they can get their grain without the lighterage charge they could put the grain on board ship for, at most, 1c per hundred pounds, and could then be in a position to compete with the outports. New York grain men do not ask lower rates than the outports. They merely ask as low rates.

Reciprocity has been strengthened by the ratification of the Alaskan boundary treaty. It is now expected that the matter of reciprocal trade relations with Canada will be taken up in March by the joint high commission.

F. D. Coburn, the efficient and popular secretary of the Kansas State Board of Agriculture, has been appointed Chief of Live Stock at the Louisiana Purchase Exposition. The Kansas Board has regretfully granted Mr. Coburn 2 years' leave of absence.

## THE HUMPHREY ENDLESS BELT EMPLOYES' ELEVATOR

FOR GRAIN ELEVATORS,  
FLOUR MILLS AND  
FACTORIES.

For fifteen years in continuous  
use in many of the big eleva-  
tors and mills of the country.



Saves time, gets the men  
around oftener, insures better  
service. Let me refer you to  
scores of enthusiastic users.

**S.K. HUMPHREY,**

53 State Street,

**Boston, Mass.**



# Save Your Corn.

From now until August, thousands of bushels of corn will heat and spoil.

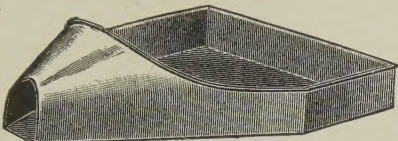
## THE HESS PNEUMATIC GRAIN DRYER

puts it in condition at small cost, and raises the grade as well. By a recent decision the Railroad and Warehouse Commission declares that artificially dried corn may grade No. 2 if of proper quality. All driers in use in the terminal elevators of Chicago were built by us.

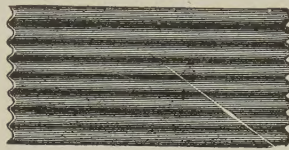
**Hess Warming & Ventilating Co., 707 Tacoma Bldg., Chicago.**

### Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Alluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.  
Grain Size,  $2\frac{1}{4} \times 12 \times 16\frac{1}{2}$  ins. .... \$1.25  
Seed Size,  $1\frac{1}{2} \times 9 \times 11$  ins. .... \$1.00  
Grain Dealers Co., 255 La Salle St., Chicago, Ill.



WE ARE LARGE MANUFACTURERS OF

Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**SYKES STEEL ROOFING CO., CHICAGO, ILL.**

**WRITE**



FOR OUR PRICES ON  
**SEAMLESS COTTON  
GRAIN BAGS**  
**MILWAUKEE BAG CO.**  
MILWAUKEE, WIS.

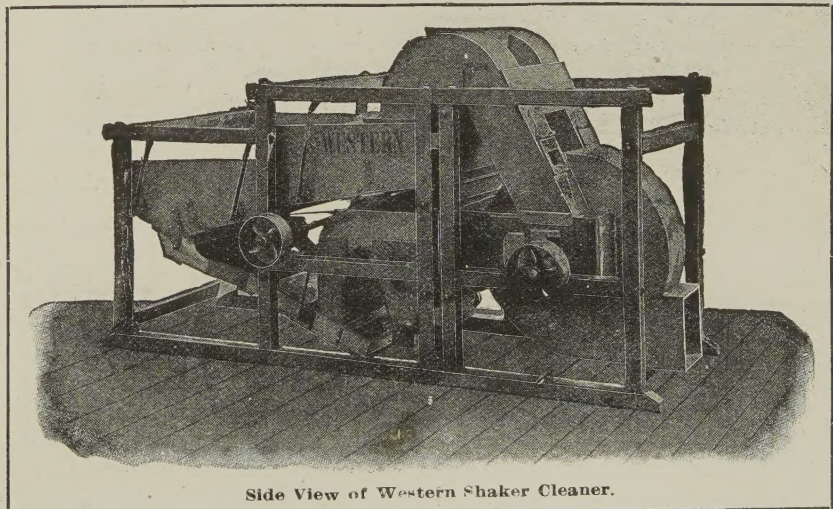
# "Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

## "Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved

adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Side View of Western Shaker Cleaner.

Manufactured by

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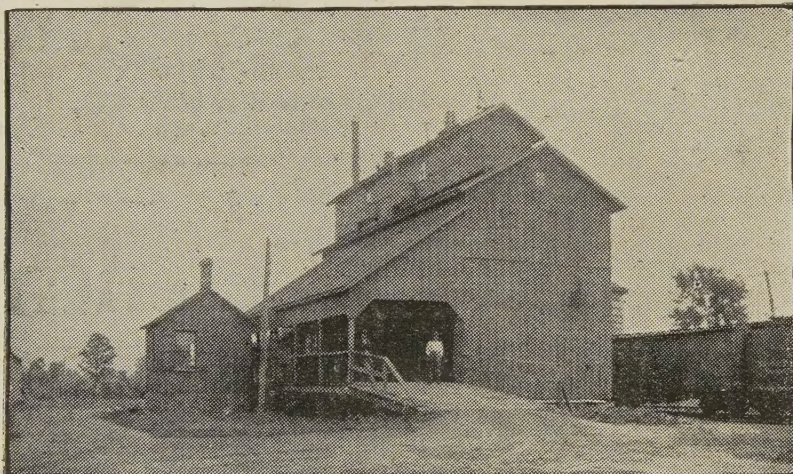


## Elevator of J. W. Chambers Grain Co., at Auburn, Ind.

Of the many lively towns in northern Indiana none is more enterprising than Auburn, the leading city in DeKalb Co., in the eastern part of the state. Unlike "Sweet Auburn, loveliest village of the plain," immortalized by Oliver Goldsmith, the Auburn at which the elevator of the J. W. Chambers Grain Co. is situated is a bustling business center where puffing locomotives of 3 railroads darken the sky.

J. W. Chambers is an Iowa man, having headquarters at Des Moines as the representative of the Peavey Grain Co. He is well known to the trade in that state, and also operates an elevator at Clyde, Mo. The junior member of the company is W. H. Chambers, who is general manager of the Peavey Elevator Co. of Minneapolis, Minn.

Having surplus capital and desiring to invest in a business with which he was familiar, Mr. Chambers went contrary to the advice of Horace Greeley by going east, to Indiana, to look for a suitable location, which he found at Auburn. There he purchased not long ago the elevator of the P. L. Bishop Grain Co. Not having time to look after his interests, C. S. Maxwell was engaged as local manager.



Elevator of J. W. Chambers Grain Co., Auburn, Ind.

The company buys grain also at Cedar, Moore and La Otto, all on the Wabash Railroad, and a few miles from Auburn, where the line crosses the B. & O. and Michigan Southern. The elevator at Auburn, which is shown in the engraving herewith, is 20x50 ft., with 14-ft. covered driveway the full length of the building; engine room adjoining 25x30 ft. Besides storage room on the first floor of the main building the second floor contains 10 bins of 700 bus. capacity each. The crib room at Auburn is 6,000 bus. and at other stations 5,000 bus. A neat office, 15x20 ft., adjoins the driveway. The machinery includes Clipper Cleaner, Barnard & Leas Sheller, hopper and platform scales, and engine and boiler of 20 to 25 h. p.

A spider that will eat the cotton boll weevil has been discovered by scientists in the employ of the Mexican government; and it is hoped that this pest which threatens the destruction of the cotton planters of the southern states can be exterminated.

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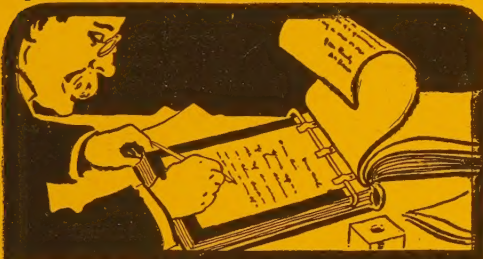
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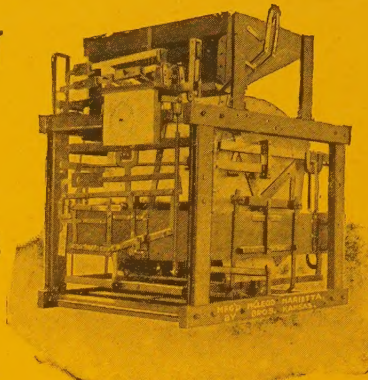
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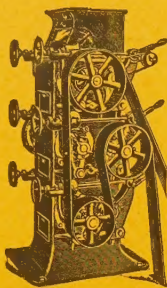
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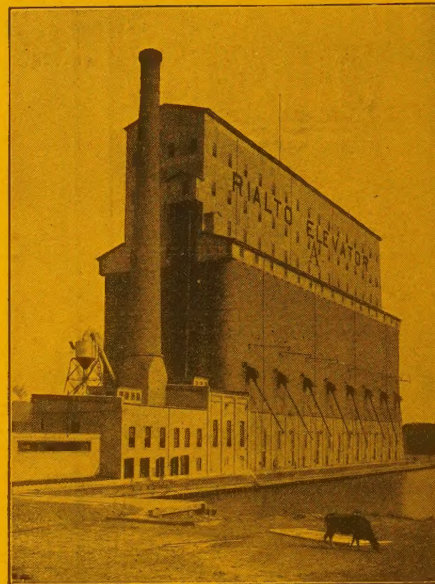
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